

COLORADO'S

Century of

"CITIES"



DENVER CITY 1859

by DON AND JEAN GRISWOLD

with illustrations from
THE FRED M. AND JO MAZZULLA COLLECTION

IN COLORADO'S first 100 years there have been more than 200 projected "Cities" — some such as Doosenbury City advanced no further than a claim stake; others such as Denver, which *kited* a "City" for a few years, grew even larger and greater than their projectors' most optimistic dreams.

Although most of Colorado's "Cities," Central City and Lake City for example, were associated with the mining industry, others were associated with different phases of Colorado's history and economic development: Fountain City and Independence City grew from adobe-and-log Gold Rush settlements into the modern steel city of Pueblo; Boulder, which started as a supply "City," changed to an important educational, research and scientific center; Garland City and Douglass City were railroad camps; Green City was founded as a colony; Trail City was a cowtown of the cattle-drive days; and Canon City, Orchard City and Sugar City were and still are associated with agriculture, as Stone City is with the production of building stones.

And although the Silver Decade gave rise to the majority of "Cities" there have been "Cities" in every period from the pioneer ones of El Paso City, Montana City and Golden City to Garden City in 1936 and even the proposal of a second Arapahoe City in 1956.

This book tells in part the story of Colorado's first century as reflected in her "Cities."

BARR · CITY GAZETTE.

BARR CITY, ARAPAHOE COUNTY, COLORADO, MAY 11, 1889.

The Western Mountaineer.

GOLDEN CITY, J. T. THURSDAY, JUNE 28, 1860.

EDITOR AND PUBLISHER

NO. 1.

THE LAKE CITY TIMES.

LAKE CITY, HINSDALE COUNTY, COLORADO, THURSDAY, OCTOBER 20, 1893.

REGISTER

the Cañon City Record

Cañon City, Colorado, Thursday, January 13, 1910

MARBLE CITY TIMES

MARBLE, COLORADO, FRIDAY, FEBRUARY 24, 1911

e Saccharine Gazette.

Of Sugar City, Otero County, Colorado.

AN ALL HOME-PRINT WEEKLY NEWSPAPER

Cherry Creek Pioneer.

DENVER CITY, KANSAS, APRIL 23, 1859.

NO. 1.

LAKE C

VOLUME I.

MINING REGISTER

PUBLISHED EVERY FRIDAY.

CENTRAL CITY

MODERN DECEMBER

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COLLECTION

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Library of Congress Catalog Card No. 58-10175

Printed in the United States of America

Acknowledgments

IN GATHERING the material for COLORADO'S CENTURY OF "CITIES" three historical works—COLORADO AND ITS PEOPLE, edited by Le Roy Hafen; COLORADO, THE CENTENNIAL STATE, by Percy S. Fritz; and STAMPEDE TO TIMBERLINE, by Muriel Sibell Wolle—have been invaluable. Dr. Hafen's four volume compilation and Dr. Fritz's book have not only served as excellent background material for the histories of a number of Colorado's "Cities," but also for the economic and cultural settings in which to place those "Cities"; Mrs. Wolle's volume has been extremely helpful not only for the story of how Colorado's early mining camps boomed and declined, but also for her on-the-spot reporting in words and sketches of how many of those one-time busy camps looked in the 1930s and '40s.

Neither could the gathering together of material have proceeded very far without the writings of such early-day travelers and historians as John Charles Fremont, Horace Greeley, Father J. L. Dyer, Samuel Bowles, Bayard Taylor, O. J. Hollister, G. Thomas Ingham, Frank Fossett, George Crofutt, Ernest Ingersoll and, of course, Frank Hall.

The following sources also proved most helpful: THE COLORADO MAGAZINE; COLORADO, GUIDE TO THE HIGHEST STATE; THE COLORADO YEAR BOOK, 1951 TO 1955; Jack Foster's "Colorado Question Box" and Willie Columbine's "Ramblings" in the ROCKY MOUNTAIN NEWS; The "Profile of a City" series in the DENVER POST, and other current articles in both papers; Charles W. Henderson's MINING IN COLORADO; J. C. Smiley's SEMI-CENTENNIAL HISTORY OF COLORADO; W. F. Stone's HISTORY OF COLORADO; Steinel and Working's HISTORY OF AGRICULTURE IN COLORADO; the Denver Posse's WESTERNERS BRAND BOOKS; WHO'S WHO IN COLORADO, 1938, and F. E. (The Hermit) Gimlett's pamphlets OVER THE TRAILS OF YESTERDAY.

Our sincerest thanks to Vernice Van Duzer who so capably edited the manuscript, to Herndon Davis, Colorado's world-famous artist, who on short notice created the portrait of Father Dyer and recreated Tarryall and American "Cities," to Francis and Freda Rizzari for their welcome assist in the proofreading, to Caroline Sporleder Young for her gracious permission to quote from her father's writings, to the staffs of the Colorado State Historical Library and the Western Department of the Denver Public Library for their permission to photograph and reprint the newspaper mastheads used on the end-papers, and to the following persons whose all-important aid contributed so much in the preparation of COLORADO'S CENTURY OF "CITIES"; Ina T. Aulls, Amie-Louise Bishop, Mrs. Wm. C. Alexander, R. S. Brenneman, Guy Brewster, Margaret Campbell, Wallis Campbell, Albert and Shirley Costello, Rose M. Dermott, Vince De Voe, Joe and Lucile Dewar, Laura Allyn Ekstrom, Dick and Eleanor Evans, Theodore Erickson, Alys Freeze, Mrs. F. E. Gimlett, Gilbert E. Gregg, Pearl Griswold, Opal Harber, Katherine Hawkins, Margaret Howie, Glenn Johnson, Rial Lake, Joe McConell, H. B. Parker, M. D. Parson, Rose-Marie Pomponio, Mac C. Poor, H. F. Recen, Henry A. Recen, Homer Reid, Richard and Frances Ronzio, Charles S. Ryland, Frances Shea, Marian (Poppy) Smith, Agnes Wright Spring, Robert and Lois Theobald, Velma Thomason, Margaret Voorhees, Elizabeth Wharton, Richard Wigham, and to the members of the Ghost Town Club: Abby L. Kernochan (founder and president), Henry and Betty Clausen, Ray and Helen Colwell, Erl and Scotty Ellis, Roy and Fern Ellinwood, Kenneth and Lorene Englert, Guy and Elsie Herstrom, John and Julia Lipsey, Carl and Eula Mathews, Francis and Freda Rizzari, Ethel Torrance, George White, and Lester and Alice Williams.

Fred M. Mazzulla
Jo Mazzulla

Don L. Griswold
Jean Griswold

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This is a reproduction of the earliest known lithograph of Denver City as it appeared in 1859. The artist is unknown, but historians speculate that it is the work of John Glendenin, an artist who first appeared on the Denver scene in 1859 and returned a year later with a portfolio of lithographs of which this may be one. The panoramic view of the area shows the confluence of the Platte River and Cherry Creek and the first few rude log cabins. A ferry at the present location of Ferry Street is transporting wagons across the Platte from whence they set out for Central City. The Table Mountains near Golden City are shown in the background. The figure on horseback in the lower right is near the location of the old city hall which stood at the corner of 14th and Larimer Streets.

The print and word description of it are reproduced through the courtesy of Dr. Nolie Mumey and of Bruce Rockwell of the Colorado National Bank. The print was hand painted by Herndon Davis and photographed from the original by Fred Mazzulla.



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Introduction

INTRIGUED by Bayard Taylor's statement of 1866 that in Colorado, if one talked much about the mining towns, he must add one-seventh to his speech in repeating the useless word "City," we set out to rediscover something about Colorado's "Cities," how they grew and, if they did not grow, what became of them. Here complemented with pictures from the collection of Fred M. and Jo Mazzulla, are our findings.

During the latter half of the nineteenth century, residents of Colorado Territory and later of the State fell in line with the custom of *kiting* a town. A townsite was laid out, a name chosen, and then the word "City" was added just as a tail is added to a kite before it is sent into flight.

COLORADO'S CENTURY OF "CITIES" is an attempt to bring together the written evidence of Colorado's *kited* towns, camps, or villages between the covers of one book. The text of this book contains all such "Cities," which could be included in a summary of each district discussed, and the appendix includes additional "Cities" graciously furnished by Abby L. Kernochan from her files on Colorado ghost towns.

From Montana City, Denver City, Pike's Peak City and El Paso City in 1858 until Garden City in 1936, more than two hundred so-called "Cities" were started during the past one hundred years in the land area now known as Colorado. Here also are included such nicknames as The Steel City of the West (Pueblo) and The City Built on Coal (Walsenburg) because these by-names exemplify phases of Colorado's development which otherwise would not be brought out in the text of COLORADO'S CENTURY OF "CITIES."

The name and the story behind each of Colorado's "Cities" not only suggest the history of that individual settlement but also help to tell of the growth and development of the state as an economic entity in the total growth pattern of the United States.

Historically, Cherokee City and Arickaree City harken back to the first hunters and settlers of the region; San Miguel City and Animas City remind one that for more than two centuries much of what is now Colorado was under Spanish rule; Beaver City, although a mining camp, hints of the days of the trappers and traders; Green City recalls the colony movement in Colorado Territory; and Gunnison City memorializes John W. Gunnison and his attempt to conquer the Rocky Mountains by rail. Economically, Central City, Lake City and many others tell of the rise and fall of gold and silver mining in Colorado; Lumber City speaks for itself; Sugar City and Orchard City help tell the story of Colorado's agriculture; Trail City, Las Animas City and Plateau City touch on the history of the cattle industry; Garland City not only represents the expansion of Colorado's railway system but also her early military forts; Marble City and Stone City acquaint one with the quarrying industry; and Hill City and Adams City (these two "Cities" a failure and a success respectively) commemorate Nathaniel P. Hill and Alva Adams, both outstanding men in Colorado's economic and political development.

As the above names indicate, the northern part of the State was greatly affected by the custom of *kiting*, according to the aspirations of the founders, but the southern part of Colorado was not affected extensively by the custom. In this section of the state the descriptive and musical Spanish names have persisted and have continued to enrich our heritage. It is interesting to note that a large number of the older names such as the San Luis Valley and El Rio Grande del Norte are still with us; and, it is also interesting to note how this southern area was later influenced by the Anglo-American culture with some place-names showing a combination of the two cultures as in Animas City and San Juan City. Furthermore, the early Spanish influence was reflected in the naming of several of Colorado's pioneer "Cities." While the founders of these first "Cities" aspired to future greatness by using the word "City" as the last part of the name for more than half of their tiny settlements, they hurriedly glanced back through the years and came up with the Spanish words of Montana meaning "mountain," El Dorado meaning "the gilded one," El Paso meaning "the pass," and Colorado meaning "red" or "ruddy" for the first part of the names of four of their pioneer "Cities." These Spanish

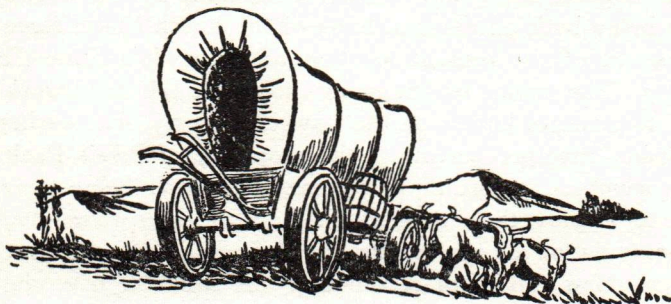
names for the most part were fitting: Montana City was located on the banks of the South Platte River east of the Front Range of the Rocky Mountains; El Dorado City was at the base of Pike's Peak which mountain was certainly "the gilded one" during the Rush of '59; El Paso City was situated near the entrance of Ute Pass which was believed to lead to the headwaters of the Colorado River; and although the site of nearby Colorado City was surrounded by earth and rocks richly splashed in the various shades of red, the majority of writers believe this "City" was so named because its founders assumed that Colorado City would soon become a thriving supply depot to the mining regions which were sure to be discovered along the mountain tributaries of the big, red river of the West.

Some years later when prospectors and miners, followed by "City" promoters, worked their ways into the southwestern section of Colorado to establish mining camps, the custom of combining the Spanish and English terminology was continued; however, in southwestern Colorado the first part of the "citified" names such as San Miguel, San Juan and La Plata originally had been placed on stream or mountain range by the gospel-spreading Spanish priests or by the treasure-seeking Spanish explorers instead of being adopted from the language as Montana, El Paso and El Dorado had been by the Anglo-American pioneers.

It is of further interest to note that men are still naming areas after themselves or people who are important to the vicinity. The basic needs of feeling important and dreaming grandiose plans are as much a part of our generation as they were of former generations. The custom of *kiting* a plat with the word "City" is seldom used today, but such terms as "Manor," "Acres," "Heights," or "Hills" are often *kited* to the names of subdivisions, and in most cases these are many times the size of and much better equipped than the sites of earlier "Cities."

No doubt additional "Cities" will come to light as more research is completed and more material on Colorado is written. However, this book would never be published if we waited for the "final word" on every Colorado settlement past and present, and therefore it is our hope that the "Cities" presented and pictured in COLORADO'S CENTURY OF "CITIES" will advance to some degree the historical study of our State and the preservation of its great heritage.

Chapter I



Pioneer "Cities" in the Pikes Peak Region

THE VANGUARD of that great horde of men known as the *Pike's Peakers* burst upon what is now Colorado in the early fall of 1858. Some of the horde came to search for the much-talked-of gold treasure; others came to gain their wealth as creators, promoters and builders of the towns and cities which were so certain to grow up around each gold discovery. The exultant optimism of the *Pike's Peakers* is reflected in the naming of their first meager settlements. A covered wagon or two, a few tents and perhaps a log cabin made up a camp, but, with few exceptions, these settlements became prosperous "Cities" in the dreams and plans of their founders and were so conceived, at least on paper and in name. The earliest of these "Cities" in the Pike's Peak Region included Montana City, Auraria City, St. Charles City and Denver City, all in the general vicinity of the junction of Cherry Creek with the South Platte River; Pike's Peak City near the mouth of Plum

Creek; El Paso City and El Dorado City at the foot of Pike's Peak; Arapahoe City, Golden City and Doosenbury City on or near the banks of Clear Creek (first known as Vasquez Creek); and Douglas City near the mouth of the Cache la Poudre River.



In the South Platte-Cherry Creek section MONTANA CITY had its hopeful beginning in early September of '58 with a few cabins being built on the east bank of the South Platte some four miles south of the present location of Colorado's State Capitol building. The cabins of Montana City were the handiwork of a group of pioneers known as the Lawrence Party, who earlier had spent some time prospecting in the proximity of Pike's Peak, and whose members, according to Jerome C. Smiley, "were more disposed to employ their time and talents in enterprises involving the manipulation of real estate than to engage in the drudgery of prospecting and of placer-mining." A squabble over the best location for Montana City split the ranks of the camp's promoters with the result that it was dropped from the area's building program within six months. Later the Montana City cabins were moved, probably to Denver City.

Auraria was surveyed and laid out at the junction of the South Platte and Cherry Creek in the fall of 1858 by some of the dissenting members of the Lawrence Party in cooperation with men of the Russell-Cherokee Party, original discoverers of placer gold on Dry Creek the previous July. Auraria, designated as Auraria in constitution and by-laws but invariably penned or penciled AURARIA CITY in letters written by the town's boosters to families and friends back in "the States," soon became *the camp* of the entire section.

St. Charles, first planned under the name of GOLDEN CITY and during its brief period of expectancy sometimes called ST. CHARLES CITY, adhering to the *kiting* fashion, was never more than a paper "City" dreamed of by still other members of the Lawrence group who had been displeased with the site selected for Montana City. While the Aurarians wintered in their new "City," most of the planners of both Montana City and St. Charles City went East late in the fall to advertise, charter and sell lots in their proposed developments. On their way back to "the States" the St. Charles City boomers met a group of in-coming *Pike's*

Peakers with the look of city builders about them; so one man, Charles Nichols, was sent back to the Cherry Creek diggings with the responsibilities of building a cabin and of holding the claim to St. Charles. Nichols hardly had commenced in his trust when the Leavenworth-Lecompton Party, led by William Larimer, moved in on the St. Charles site and relieved Nichols of his responsibilities. At that time, late November, Auraria City, whose backers were boastfully asserting to have 107 houses up with at least 300 more under construction, was making steady headway on the west side of Cherry Creek, but east of the stream there was little activity. Therefore, the Leavenworth-Lecompton men had a comparatively clear field in which to build their town—DENVER CITY. Of the initial step in its founding, Frank Hall wrote:

. . . I am informed by Mr. J. H. Dudley [a pioneer who had come to the area in October of '58] that the first informal meeting of the organizers of the Denver town company was held in Wm. McGaa's cabin in Auraria for the reason that there was no house whatever on the east side [*]. It was a picket house chinked with mud. The earth floor was covered with buffalo robes, the walls on every side hung with the skins of various animals, dressed by squaws. Being a cold night, a generous wood fire blazed in the ample chimney place. E. P. Stout, J. H. Dudley, McGaa, R. E. Whitsitt, Gen. Larimer, C. A. Lawrence, John S. Smith, H. P. A. Smith, Dorsett, Jewett and others were present. McGaa's hospitality as a host found expression in a camp kettle full of hot punch, brewed from Mexican whisky, or "Taos lighting," as it was called. It is proper to draw a veil over the final deliberations of the meeting.

Hot punch or no, Denver City was promoted by the men attending that meeting in McGaa's house, and by the time the town was a month old, it had 300 inhabitants who were busy putting up and living in 100 log houses with gravel floors, skin windows, and flat roofs made of timbers covered with earth, and with chimneys made of stone or sod which poured forth the tangy smell of burning firewood. Denver also had "bright, golden prospects" of becoming a "City" of splendid mansions and business blocks as soon as winter was over and more substantial materials

*Denver was still only a "City" of tents.

were available. But when Horace Greeley came to see the gold-fields in June of 1859, he did not find Denver City making great progressive strides; rather, he found the settlement to be "a log city of 150 dwellings, not three-fourths of them completed, not two-thirds of them inhabited, not one-third fit to be," all filled with brawling, fighting men who shot with criminal intent. Notwithstanding Denver and Auraria "Cities" grew to become the focal points for many of the in-rushing *Pike's Peak*ers, who greatly increased in numbers after the news of the George Jackson and John Gregory discoveries had spread eastward.

Throughout the year of 1859, the citizens of Denver and of Auraria (the two "cities" being connected only by means of a feeble foot bridge over Cherry Creek at the Larimer Street crossing) turned their backs on one another with little thought of how much more could be accomplished as a supply center to the mining districts if they would work together. However, after better than a year of intense rivalry, the citizens of Denver and of Auraria did get together and resolved to become one community. On April 3, 1860, the two were consolidated by an act of the legislative assembly of Jefferson Territory under the name of Denver. The "City" of the original name trailed along for a time, especially in conversation, but after the first Colorado Territorial Assembly recognized the official incorporation of Denver, Auraria and Highland, the unneeded "City" was gradually dropped from the name in both spoken and written usage. Twenty years later, George Crofutt wrote in his GRIP-SACK GUIDE OF COLORADO:

DENVER, the capital, commercial center and principal city of the State of Colorado, contained in 1870 a population of 4,759; by census of 1880, 35,718. There is no city in the world increasing in population, wealth, or substantial improvements more rapidly than the city of Denver at the present time. The daily arrivals at the hotels average over 600. New business blocks are being erected of stone or brick on all the principal streets such as would do credit to the great cities of the East. Private residences by hundreds are going up in all parts of the city and suburbs, and yet there are none "to rent"; and real estate is advancing correspondingly. If you go to Denver with your family and want a house to live in you will have to build or buy one, and live in a hotel in the meantime. There are hundreds of fine private residences in and around Denver that have been built within the

past three years by men of wealth as a *home* that cost from \$15,000 to \$50,000, and furnished with all the luxuries that money can buy . . .

Where in 1858 there were only a few log cabins, tents and wagons to shelter less than 100 people, are now eight thousand buildings, many of which have been erected at a cost of from twenty-five to two hundred thousand dollars. Where, then, not a shade tree existed, are now over one hundred and forty thousand in the yards and bordering sidewalks, [*] sustained and nourished by streams of pure mountain water, which is distributed through the ditches and gutters running parallel with the sidewalks.

As the years passed, the use of Denver City did show up from time to time in special names. An interesting example is that of the DENVER CITY Troop of cavalry, an organization of Denver business and professional men who, acting on a suggestion of Dr. Clayton Parkhill, patterned their group after the Philadelphia City Troop. The Denver City men were mustered into the service of the State and helped in the Leadville strike of 1896 and the Lake City troubles in 1898; but the name of Denver itself remained *unkited* and the COLORADO STATE BUSINESS DIRECTORY of 1899 reported:

Denver

Capitol of Colorado and principal city in the State. Population 175,000. Denver's most prominent characteristic is its newness in solidity, all of its buildings being made of brick or stone. Its population has increased 300 per cent in the last ten years. Its growth is solid and constant. All the elements that have made Denver still exist and in greater force than ever before. Manufacturing, though a new element and but just fairly begun, will be found well represented. . . . Denver has magnificent churches, the finest schools in the United States, palatial residences almost without number and more of the tall business structures than any other western city. The public buildings are especially fine, the new State Capitol costing \$2,500,000. Denver & Rio Grande, Colorado

*Denver's street-widening program of the mid-1950s had resulted in the cutting down of approximately 2,000 trees by early 1957. However, City Forester George S. Stadler stated at the time that besides the trees in city parks and parkways, Denver still had 115,000 trees bordering its streets and avenues.

Midland, Union Pacific, Colorado & Southern, Atchison, Topeka & Santa Fe, Missouri Pacific, and C. R. I. & P. Rys. Telegraph, telephone, steam heating, gas, water company, electric light, cable and electric street railways, etc. Among the educational institutions are the University of Denver, Wolfe Hall and St. John's College, (Episcopal) St. Mary's (Catholic) and thirty public school buildings. Young Men's Christian Association. There are six daily and thirty weekly newspapers, ten banks, fifty-five churches, manufacturers of various kinds and the usual trades and professions, various literary and benevolent societies, Masonic, Odd Fellows, Good Templars, Grand Army, Knights of Pythias, Red Cross and other secret societies, with lodges in all the principal towns of the State. . . .

During the past half century, Denver has continued to grow in beauty, business and industry to cover many times over the original townsites of Montana City, St. Charles, Denver City, Auraria and Highland. From that day in the late fall of 1858 when the General William Larimer party of town promoters "jumped" the St. Charles site and founded Denver City up to the very present, the builders of this city have done a worthy job in making Denver *the Queen City of the Plains*. Denver's population by the 1950 census was 415,786 individuals, and each year thousands more are added to its rolls* until Denver is now the one of all of Colorado's early "Cities" to far outgrow even its creators' greatest expectations—those pioneers foresaw the possibilities of their "City" becoming a great business, marketing and railroad center as well as a tourist Mecca of the Rocky Mountains. It is doubtful, however, that they foresaw, even at their speculative best, the industrial advancement Denver was destined to make during recent years, or the area's potentialities of becoming one of the nation's important guided missile and space-ship centers.

As Pasquale Marranzino, writing in the *ROCKY MOUNTAIN NEWS* of December 28, 1955, pointed out: "Denver is vibrant and strong and foolhardy and flirting with anybody who comes along." This spirit has resulted in new public buildings and new homes gradually replacing the quiet grandeur of earlier times with a progressive modern look. Thus, the vitality, courage, ambition and look-ahead attitude of the builders of Denver from the days

*By the end of 1957, greater Denver's population was estimated at 866,000.

when it was a "City" to the present has remained constant, and the basic motive of making Denver a place "in tune with the times" has been constant through the years.



Not all of the gold-hunters of '58 stayed in the Denver City-Auraria area. Some of them, seeking diggings that they could claim as their own, followed up the South Platte and Cherry Creek as well as the tributaries of both streams, and of the various make-shift camps which were set up as winter headquarters, one was given the name of PIKE'S PEAK CITY. From this "City," located near the junction of the South Platte and Plum Creek, W. W. Spalding wrote a letter on December 7, 1858, to the editor of the Kansas City JOURNAL OF COMMERCE. This letter, which was delivered in Kansas City by two men who were returning to their homes in Indiana, stated that within the newly laid out Pike's Peak City there were thirty-eight cabins, eighty-two men and one woman; many of the men were expecting a "brisk time" in the spring. Mr. Spalding also wrote that because of the snow and cold the majority of miners were spending their time making sluice boxes, long-toms and cradles, but that the few who were prospecting were taking out from \$1.50 to \$8.00 per day with gold pans, and \$4.00 to \$12.00 per day with rockers.

The "brisk time" for this "prosperous town," predicted by Spalding, never came or was soon gone, leaving Pike's Peak City nothing more than an example of the Gold Rush "Cities" which were founded on unbounded optimism while the golden dusts glittered, then quickly abandoned in great disappointment when the placer diggings played-out. Such camps as Pike's Peak City and FORREST CITY, which was a-brewing a dozen miles north but which never came to even a mild simmer, can be recalled only as "Cities" of disillusionment. Out of them hurried the unrequited "go-backers" who were as fast in leaving the Pike's Peak region as they had been in coming—all loudly denouncing Pike's Peak gold as humbug and hoax.



El Paso City and El Dorado City, southward from Pike's Peak City, were also among the first "Cities" to be planned. The Lawrence Party of Kansans, having heard of the possibilities of

finding large deposits of gold in the Pike's Peak Region, headed straight for the mighty landmark which gave its name to the entire area. This group arrived at the mountain's base in the summer of '58 and is credited with starting a camp called EL PASO CITY on the Fountaine Qui Bouille River near the gateway to Ute Pass. But the Lawrencers did not linger long in El Paso City; rather, they rushed northward to Cherry Creek where prospects appeared brighter, not only for mining but also for the establishing of "Cities," and soon all the Lawrence boys were busily engaged in the planning and promoting of Montana City, Auraria City, or St. Charles City. Later in the year, another group of prospectors gathered at the site used by the Lawrence Party and made El Paso City into a winter headquarters. As to the further growth of this camp, J. C. Smiley recorded:

. . . By the advent of spring the town consisted of several cabins, and it has been said that "something like \$2,000 worth of lots in El Paso were sold before their position had been decently platted on paper, or a street had been definitely surveyed." But it is likely that if lot-sales to that amount were made so early in the proceedings they were upon a "paper" basis which also proved to be the case with the "city" as a whole, for the latter was superseded in the following summer and autumn by Colorado City. [*]

EL DORADO CITY was laid out on the banks of Monument Creek during the winter of '58-59 by several self-styled town-builders. This "City" was one cabin and three or four tents. Nevertheless, George Stephen, who was in Auraria in February of '59 as a representative of the El Dorado City Town Company, enthusiastically encouraged all persons contacted by word or through letters to come to El Dorado City where they could buy lots upon which to build, or where they could hire "long-winded, sure-footed mules," which could not fail to take them where they could make their fortune in a day. Promoter Stephen also expected that the President of the United States would come and "spend a winter with us" when presidential duties were done, but Stephen himself was at that time thinking of going to Arizona for which territory he predicted a grand rush the coming spring. Apparently he and

*Colorado City, the first capital "City" of Colorado Territory, will be described in Chapter II, "Supply 'Cities'."

the other members of the El Dorado company did just that, because when the Colorado City Town Company was organized in August of '59, the site of El Dorado City became a part of the proposed Colorado City plat, and when Colorado City built up in 1860, El Dorado's one cabin became a part of Colorado City.



"Cities" also began to spring up along the banks of Clear Creek during the winter of 1858-59. ARAPAHOE CITY, situated about ten miles westward of Auraria in the lee of The Table Top Mountains, came into existence as a placer camp for the Lower Clear Creek diggings early in '59. Samuel S. Curtis and Thomas L. Golden were active in the organization of both Arapahoe City and the mining district surrounding the camp. Arapahoe City had an estimated population of 400 by January of 1860, but before summer, many of this "City's" inhabitants moved to the mountain "Cities" in the Gregory district where the mining outlook held more promise, or into Golden City where the commercial activities of that growing supply center were more profitable than the placers of Lower Clear Creek. Thus when the mining activities of the entire Colorado Territory slowed during the mid-60's, Arapahoe City quietly began to disappear.



GOLDEN CITY sprang from a hunters' camp of three men to a hustling supply "City" of 700 busy individuals within a year. George A. Jackson, Tom Golden and Jim Sanders, hunters and part-time prospectors, selected a snug foothill spot west of the Table Mountains for their base of operations during the winter of 1858-59. Jackson, out hunting by himself, discovered placer gold of paying quality on the bar where Chicago Creek and South Clear Creek join, a dozen miles west, as a crow flies, from the Jackson-Golden-Sander's winter camp. This discovery was made in January of '59. After the reports of it became common knowledge in the spring of that year, and after John H. Gregory struck his pick into rich quartz gold on a hillside near North Clear Creek in May, the rush was on to the mountains west and north of Denver City. Some of the men hurrying to gain fame and fortune in the Front Range of the Rockies were not prospectors; Tom Golden,

himself, went into the road building business and helped to build the Golden Gate Canyon road to Central City. W. A. H. Loveland, E. L. Berthoud, John M. Ferrell, David K. Wall, George West, A. F. Garrison, William Davidson and J. C. Kirby, seeing the strategic importance of the hunters' campsite, set about developing Golden City; and, as Frank Hall pointed out, these men "entertained no doubt that their Golden fledgling would one day be the political capital, as well as the commercial emporium of the Great West."

Golden City bounded ahead and in 1862 wrested the honor of territorial capital from Colorado City; but the "Golden fledgling" had no sooner taken over this political prominence than hard times, caused by listless mining activity, Indian scares and the War between the States, engulfed the Territory of Colorado. Furthermore, the Territory's lawmakers not only preferred Denver for their assembly meetings but insisted that all legislative transactions stem from that city, so in 1867 the territorial seat of government was officially removed to Denver.

With the event of Captain Berthoud's return from the war, he and W. A. H. Loveland worked harder than ever on their plans for improving shipping throughout the Clear Creek mining region by the construction of a railroad. Their hopes began to materialize in the fall of 1870 when, as Frank Hall reported, the first locomotive of the Colorado Central and Pacific Railroad

. . . shrieked its entry into the beautiful basin where now [the 1890s] nestles one of the prettiest towns in the State. At the inauguration ceremonies, embellished as usual with speeches, and possibly stimulated by a few bottles of wine, Capt. E. L. Berthoud, chief engineer of the Colorado Central, offered his prophetic sentiment:

"Golden City and Denver: May the influence of railroads extend their borders until their streets are united, and the houses upon them stand side by side."

Eighteen hundred and seventy was also the year in which the institution that has won Golden and Colorado recognition throughout the mining world was established. In that year, the territorial legislators found a balance of nearly four thousand dollars in the school fund, which they immediately appropriated for a School of Mines to be run in connection with the already existing Jarvis

Hall. Four years later the School of Mines became a separate educational unit, entirely devoted to the instruction of mining engineering.

Golden City was incorporated under the camp's original name twelve years after its founding, but in January of 1872 the legislature authorized the dropping of the word "City" from the corporate name. Nevertheless, the "City" still was being used unofficially when Isabella L. Bird visited there in November of 1873. Miss Bird observed:

. . . Golden City by daylight showed its meanness and belied its name. It is ungraded, with here and there a piece of wooden sidewalk supported on posts, up to which you ascend by planks. Brick, pine, and log houses are huddled together, every other house is a saloon, and hardly a woman is to be seen. My landlady apologized for the very exquisite little bedroom which she gave me by saying, it was not quite as she would like it, but she had never had a lady in her house before. . . .

Golden improved with age and since the time of Miss Bird's description has gone through prosperous years as an active railroad-smelter-and-coal-mining community; and as a manufacturing center it was recognized in the 1880s as "the Lowell of Colorado."

Today, Golden's economy is based primarily on the Colorado School of Mines and on the Coors' industries. The one-time "City's" population by the 1950 census was 5,238, but in the past half-decade Golden, as well as other communities west of Denver, has continued to grow as a result of the industrialization in east Jefferson County. E. L. Berthoud came near being right when he predicted that some day the streets of Golden City and Denver would be united and that the houses of these two "Cities" would stand side by side; however, this unification is being brought about during recent years, not only by the ever-increasing populations of the Denver suburban area and of Golden, but also through the development of motor thoroughfares rather than by railroad lines.



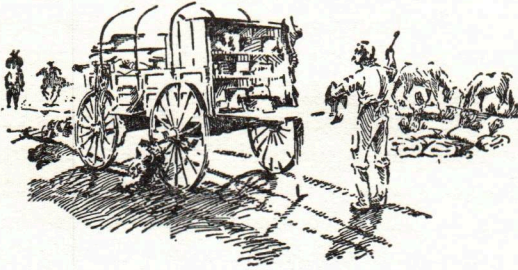
DOOSENBURY CITY was the ultimate in the custom of *kiting* a town. This "City," had it ever been built, would have been in the neighborhood of Golden; but Doosenbury City, as it actually existed, was nothing more than one large claim-stake

bearing the legend, "Doosenbury City, Six Miles Square." Prospector David Kellogg and his partner are said to have been the ones who pounded that stake into the ground sometime during the fall of 1858. Apparently at that time, the two men had a fleeting desire to establish a "City," but gave up that desire the next spring when richer gold fields beckoned them to the mountains.



Running Doosenbury City a close second for the distinction of being the most *over-kited* place ever to exist in what is now Colorado was DOUGLAS CITY, which was located five miles upstream from the joining of the Cache la Poudre and South Platte rivers. Douglas City was described by an in-coming gold-hunter to the Pike's Peak Region in early June of 1859 as having "nary house, only a trader's tent, where he keeps a squaw and a few traps." That, plus a few dreams, was all there was or ever would be of Douglas City.

Chapter II



Supply "Cities"

OTHER pioneer "Cities" along the base of the Rockies or along the Arkansas River route were, like Denver City and Golden City, to give up their first extravagant plans of growing into rich mining "Cities." Because of their locations, they became commercial "Cities" furnishing supplies to the throngs of men invading the mountains in search of the precious metal.

BOULDER CITY was one of these mining camps which, in time, became a supply "City." In October of 1858 a party of gold-seekers from Omaha decided not to follow the crowd to the Cherry Creek diggings, but to strike off westward from Old Fort St. Vrain. These men soon came to the mouth of a canyon to the south of which were three huge red-tinged slabs of rock, thrusting themselves upwards like mighty flatirons from the boulder-strewn ground. Not far from the entrance to this canyon the gold-seekers set up their tents, but the frosty October air had too much of a penetrating nip to make living under canvas comfortable; so the men from Omaha immediately built their hunting and prospecting headquarters into a group of log cabins. Hunting was good,

and in January of '59, the prospecting paid off with promising discoveries made in the Gold Run-Gold Hill section. The Gold Hill Mining District and the Boulder City Townsite Company were organized, and in February, Boulder City was founded. Anticipating sudden and prodigious growth, the designers of Boulder City chose a site of "generous bounds"—a two mile square tract. Even at this early date two pioneers further recognized the possibilities of Boulder City as a commercial center. On February 12, 1859, O. P. Goodwin wrote that Boulder City was "the head of 'wagon navigation' for the mines in the mountains," and on the 20th, John L. Buell predicted, "This without doubt will be a good trading post." He further believed that the Boulder City company would soon control "the entire trade of this vast mountain region."

Hope and some greed in the breasts of the "larger faction" of Boulder City's founders led them to cast aside the custom of giving free lots to newcomers who would build "respectable" cabins thereon. Instead, thirsting to make "a big thing" for themselves, they adopted a policy of selling all lots at 1,000 dollars each. Unhappily, these calculations proved wrong for the policy actually slowed the growth of Boulder City. This, plus other difficulties, might have quickly ended the town's existence had it not been for the agricultural possibilities and the disposition of those early settlers. Frank Hall brought out both of these points in his following description of life in Boulder City:

The incident following, of the manner in which some of the early settlers lived, is related by Bixby: "Tourtelotte & Squires occupied a double log building, in the front part of which they sold groceries and mining supplies, and the rear portion was used as a hotel, kept by their wives, Maria and Miranda, twin sisters, fair types of the better class of New England women. The first thing after their arrival, they with their own hands cut willows and wove them into brooms for sweeping the dirt floors of their cabin hotel." And they were fond of relating how delighted they were to see the unaffrighted herds of antelope come down to the creek to drink; how it rained every afternoon, and how awfully their mud roof leaked, compelling them to cover everything inside with rubber horse blankets; how they had no tables but a couple of boards they had brought with them from the East, and their chairs and bedsteads were hewn out of logs, etc. No severe stretch of the imagination is required

to portray in vivid colors the hardships and privation that fell to the lot of pioneer settlers here or elsewhere. It was much the same everywhere, . . . The attention of those who came to gather gold, but were disappointed, for the reason that the area was so contracted that only a few of the first comers could be accommodated, was early turned to farming by the great prices paid for flour, feed, hay, grain and vegetables. In the winter of 1860-61 times were extremely hard; flour brought \$30 per sack, hay \$80 to \$100 per ton, vegetables and other farm produce in like proportion, owing to scarcity.

Here as elsewhere, only the bottom lands along the streams were tilled, and those only in small garden patches. For two years the little settlement struggled with manifold adversities, making little or no progress; accessions to its members were few and far between. But for the tenacity of the fathers who resolved to win or perish, the place would have been abandoned; . . .

Then came more hard times and Indian scares which lasted through the middle 1860s, so Boulder City continued to mark time. By the end of the decade the coal miners and farmers in the general area were making progress. Three events of the late '60s and early '70s—the opening in Black Hawk of the Boston and Colorado Smelter for the treating of complex ores; the discovery of more minerals and mines; and the coming of the railroad—brought Boulder to the fore as a portal town. *Kiting* the "City" less and less, Boulder prospered so that by 1880, Frank Fossett wrote in his guide book entitled COLORADO:

BOULDER—County seat of Boulder county, and a well-built city, beautifully located on the plains at the base of the mountains. Here Boulder creek leaves its rocky cañon to water the rich farm lands to the eastward, and several gulches open a road way to distant mines. The situation is such that this is the natural gateway to the leading camps of Boulder county, while a market and trading point is here afforded for the adjacent productive farming districts. The town has been growing rapidly since the development of the Caribou silver mines and of the gold and telluride mines of Gold Hill, Ballarat, Sunshine, Magnolia, and other districts. Large stores and attractive private residences are seen on every hand. Boulder is a great summer resort, on account of its pleasant surroundings, equable climate, and general attractiveness. At all times of the year its hotels accommo-

date a very large number of guests, on account of the travel to and from the mines and other business points. Fine farms, superior stock, and excellent dairies can be seen all along the streams and intermediate country. There are two national banks, six churches, two weekly newspapers, and a graded school, with 500 pupils in attendance. Boulder's location between the farms and mines has brought her two large flour mills, a foundry, Boyd's smelting works, one of the Boston and Colorado Company's ore buying and sampling mills, and other producing establishments. There is also an agricultural and industrial society that gives an annual exhibition of mining and farming products. The town is on the main line of the Colorado Central and is the terminus of the Denver & Boulder Valley railway. Another road (G. B. & C.) [Golden, Boulder and Caribou] extends out to the productive Marshall coal banks, distant $5\frac{1}{2}$ miles. Stage for Caribou leaves on Mondays, Wednesdays, and Fridays. The sales of merchandise and other material in Boulder in 1878 exceeded \$1,000,000. The population is not far from 4,000. . . .

During 1879, Boulder County mines produced 789,813 dollars worth of gold, silver, copper and lead; and during 1880, only 613 dollars less; then, throughout the '80s there was a slacking off in the mineral production value. But in 1891, this value started up again and in 1892 a peak of 1,141,825 dollars was reached.* Boulder had become a city in more than name by then, although, nine years previous the "City" had been dropped officially as "a ludicrous superfluity."

Boulder was primarily a mining supply center well into the 20th century, and, except for the ever-present stabilizing influence of agriculture, the town's population and fortunes rose and fell with the mining operations throughout the county. When Boulder County's mining districts enjoyed a tungsten boom in the early 1900s, Boulder enjoyed a spurt of prosperity. When the boom was over, Boulder's pace slowed and from then until the 1940s Boulder made its quiet way as supply center, agricultural community and college town. But since World War II, Boulder has become one of the busiest cities in the State of Colorado. The University of

*All value yields and other mining statistics used in this book come either from Charles Henderson's MINING IN COLORADO or from the COLORADO YEAR BOOK, 1951 TO 1955.

Colorado was a study center for thousands of young servicemen and women during the war; and after the war thousands of more students, taking advantage of their G. I. educational opportunities, selected this university. Outside of the fact that an approximate sixty per cent of the city of Boulder's annual income stems from the University, many of its ex-students have stayed in the community, taking jobs in the industries which have been growing up around Boulder. Other factors contributing to Boulder's *biggest boom* are its growth as an engineering, aviation and scientific research center; the building of the Denver-Boulder turnpike; the closeness of the Rocky Flats Atomic Plant; the extensive building programs such as that of the Public Service Company of Colorado; and the region's increasing tourist trade. According to the 1950 census, Boulder had a population of 19,999 individuals and now, eight years later, this figure has gone up to an estimated 34,000 for the metropolitan area. February 10, 1959, when the community will be one hundred years old, the one-time Boulder City easily can have, according to its ardent boosters, a population of 40,000.



An old fort and two temporary supply "Cities" near the junction of the Arkansas and Fountain rivers became Pueblo, the STEEL CITY of the WEST. The story of the site upon which the Steel City now stands goes back a number of years before the Pike's Peak Gold Rush. Between the years of 1821 and 1848 several trading posts or forts were built on the north bank of the Arkansas River, and among these trading forts was one to which the Spanish name of Pueblo was given. This fort was built by George Simpson, J. B. Doyle and Alexander Barclay in the fall of 1842 near the mouth of the Fountain (then known as the Fountaine qui Bouille).*

Nearly all of Colorado's early explorers and travelers stopped at Fort Pueblo, and some of them left written descriptions of this stopping place. John C. Fremont camped nearby on his 1843-44 journey, and observed:

*A number of writers credited Jim Beckwourth, the trapper and trader, with erecting the original trading post on this site.

A short distance above our encampment on the left bank of the Arkansas is a pueblo, (as the Mexicans call their civilized Indian villages,) where a number of mountaineers, who have married Spanish women in the Valley of Taos, had collected together, and occupied themselves in farming, carrying on at the same time a desultory Indian trade. They were principally Americans, and treated us with all the rude hospitality their station admitted; . . .

In 1846, Francis Parkman wrote:

After an hour's ride we reached the edge of a hill, from which a welcome sight greeted us. The Arkansas ran along the valley below, among woods and groves, and closely nestled in the midst of wide corn-fields and green meadows, where cattle were grazing, rose the low mud walls of the Pueblo.

George Frederick Ruxton, who visited the area the year after Parkman, saw Fort Pueblo as,

. . . a small square fort of adobe with circular bastions at the corners, no part of the walls being more than eight feet high, and round the inside of the yard or corral are built some half dozen little rooms inhabited by as many Indian traders and mountain men. They live entirely upon game, and the greater part of the year without even bread, since but little maize is cultivated. As soon as their supply of meat is exhausted, they start to the mountains with two or three pack-animals and bring them back in two or three days loaded with buffalo or venison. In the immediate vicinity of the fort game is very scarce, and the buffalo have within a few years deserted the neighboring prairie, but they are always found in the mountain valleys, particularly in one called Bayou Salado, in the South Park, which abounds in every species of game, including elk, bears, deer, big horns or Rocky Mountain sheep, buffalo, antelope, etc.

The great tragedy of Fort Pueblo was the Christmas Day massacre of 1854. The trappers and hunters were celebrating the day with a large supply of "Taos lightning," and when a band of Indians came to the Pueblo they, too, were invited to join in the drinking. Before long, according to a story told to Frank Hall, all were "furiously drunk, and in the riotous proceedings which followed, the Indians killed every white man on the premises. Such as

escaped were followed and shot." The only survivor, a teamster who had been away after supplies, is reported to have found the mutilated bodies of the late inhabitants of Fort Pueblo.

No one appears to have lived in the old fort between the time of the Christmas Day massacre and the days of the gold stampede to the Pike's Peak Region. Then in the autumn of 1858, a small party of would-be prospectors camped at the junction of the Arkansas and Fountain rivers. Soon another group came along, joined the camp, and not long afterwards they got together and decided to lay out a town on the east bank of the Fountain. The settlement, given the name of FOUNTAIN CITY, was built of logs and adobe, the logs coming from a stand of nearby trees and the adobe from the tumbling walls of old Fort Pueblo. Two traders, J. H. Ming and C. L. Cooper, in the interests of their trading business, publicized Fountain City through communications printed in the MISSOURI REPUBLICAN. Cooper, writing in February of 1859, informed any interested *Pike's Peak*ers that Fountain City was "a considerable town of about fifty houses" and the valley in which said "City" was located was the nicest he had ever seen, "capable of producing everything common to this latitude." Several weeks later Ming, who was in Auraria tending the Ming-Cooper store there, advised the readers of the MISSOURI REPUBLICAN that Fountain City was next in importance to Denver City and Auraria and that its population was "fast increasing" with settlers from New Mexico. At that time he estimated Fountain City's population to be three hundred males, three females and seventeen children.

When the spring of '59 came, an acequia for the irrigating of the land was dug, and corn and other vegetable seeds were planted. The majority of the men who had come to this spot as prospectors turned farmers and merchants and were soon making a living selling their produce to the passing gold-hunters.

The land was too fertile, the water too abundant for Fountain City to go unchallenged for long as the only farming and trading center at the junction of the Arkansas and Fountain rivers. Another group of men surveyed, platted and staked off INDEPENDENCE CITY (some of its founders seem to have fancied the name of JUNCTION CITY) a short distance to the west during the summer of '59. Whereas the builders of Fountain City had

taken the adobe from Fort Pueblo, the builders of Independence City decided to drop the original name they had selected, and from the old fort they took the name—Pueblo. This town soon appropriated Fountain City and when the Territory of Colorado was established in 1861, Pueblo became the seat of government of Pueblo County, one of the original seventeen counties.

Elizabeth Rule Harrington spent the winter of 1865-66 with her father in Pueblo and said,

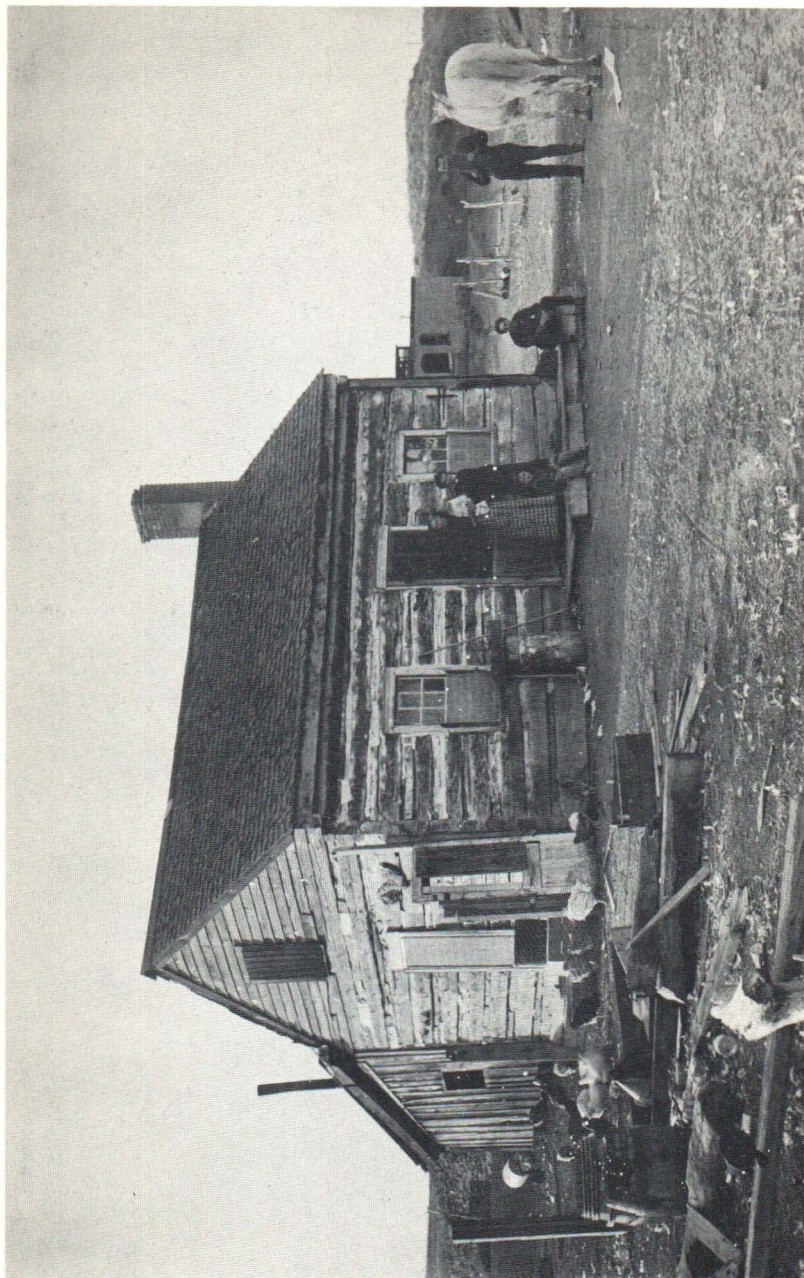
Pueblo then consisted of a few log huts with flat mud roofs. One only had a shingle roof—the dry goods store of Thatcher Brothers.

After the coming of the railroads, and the building of the smelters and the steel mills during the 1870's Pueblo grew and prospered as the Steel City of the West. Pueblo was just beginning to feel the effects of industry when Ernest Ingersoll visited there. Following is an excerpt from his 1883 impressions:

It is a fortunate introduction the traveler, fresh from the Eastern States and weary with his long plains journey, gets at Pueblo to the lively, progressive *boom-ing* spirit of Colorado. Here are the oldest and the newest in the Centennial State—the fragments of tradition that go back to the thrilling, adventurous days of fur-trapping and Indian wars; the concentrated essence of later improvements; and the most practical present, mingled in a single tableau, for a telephone line crossed the ruins of the old adobe fort or Spanish "pueblo," which gave the locality its name when it was an outpost for the traders from New Mexico.

In its modern shape the town is one of the longest settled in the State, and a great flurry began and ended there years ago. Then, neglected by men of money, Pueblo languished and was spoken chidingly of by its sister cities in embryo. Now all this has changed, and, perhaps aroused by the prosperity of Leadville, Pueblo began about three years ago to assert herself, and today stands next to Denver in rank both as a populous and as a money-making center. . . . from 5,000 inhabitants in 1875 she has come to over 15,000 in 1883.

Through the '80s, through the '90s, and on through the first half of the 20th century, Pueblo continued to grow and to prosper: the triple cities of Pueblo, South Pueblo and Central Pueblo were



Cabin in Montana City

Pueblo about 1868

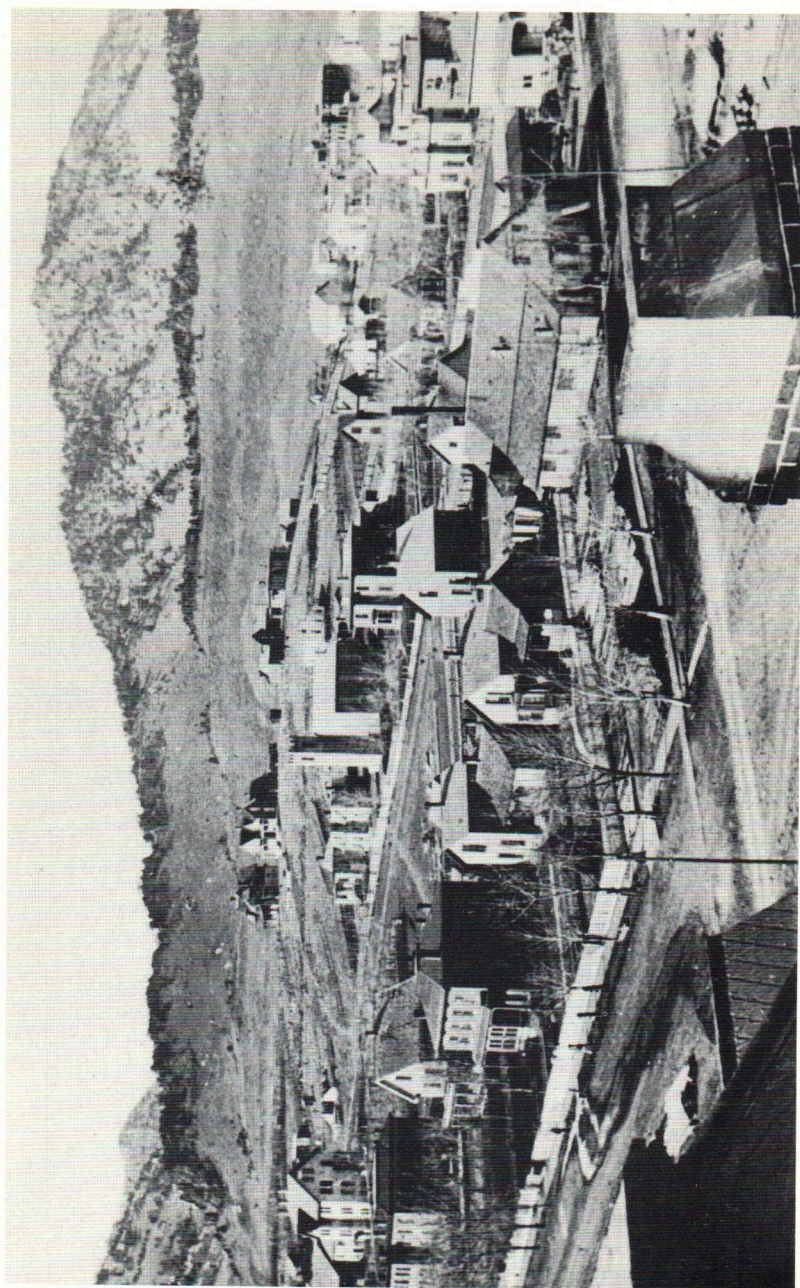




Golden City from sketch by A. E. Mathews, 1866

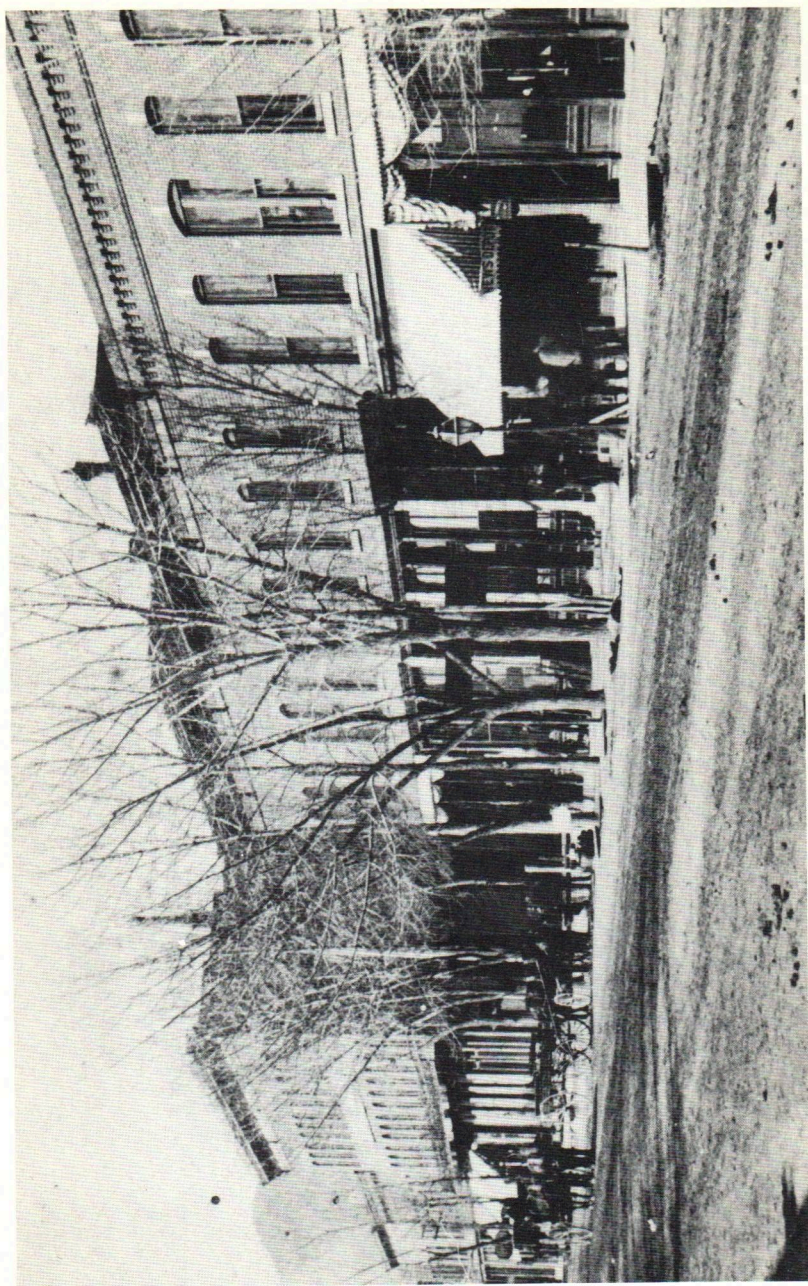


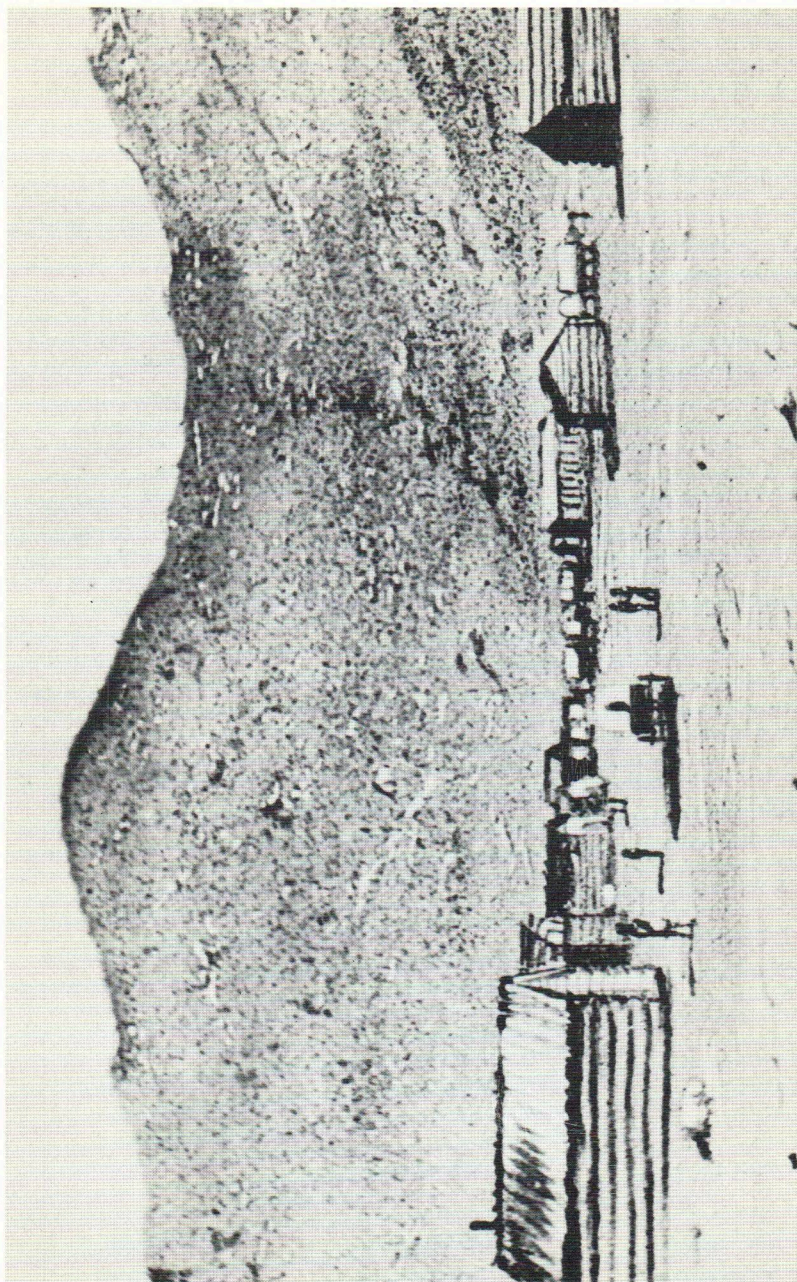
Colorado City



Boulder City

Canon City in the 1880s





Gate City

Mountain City



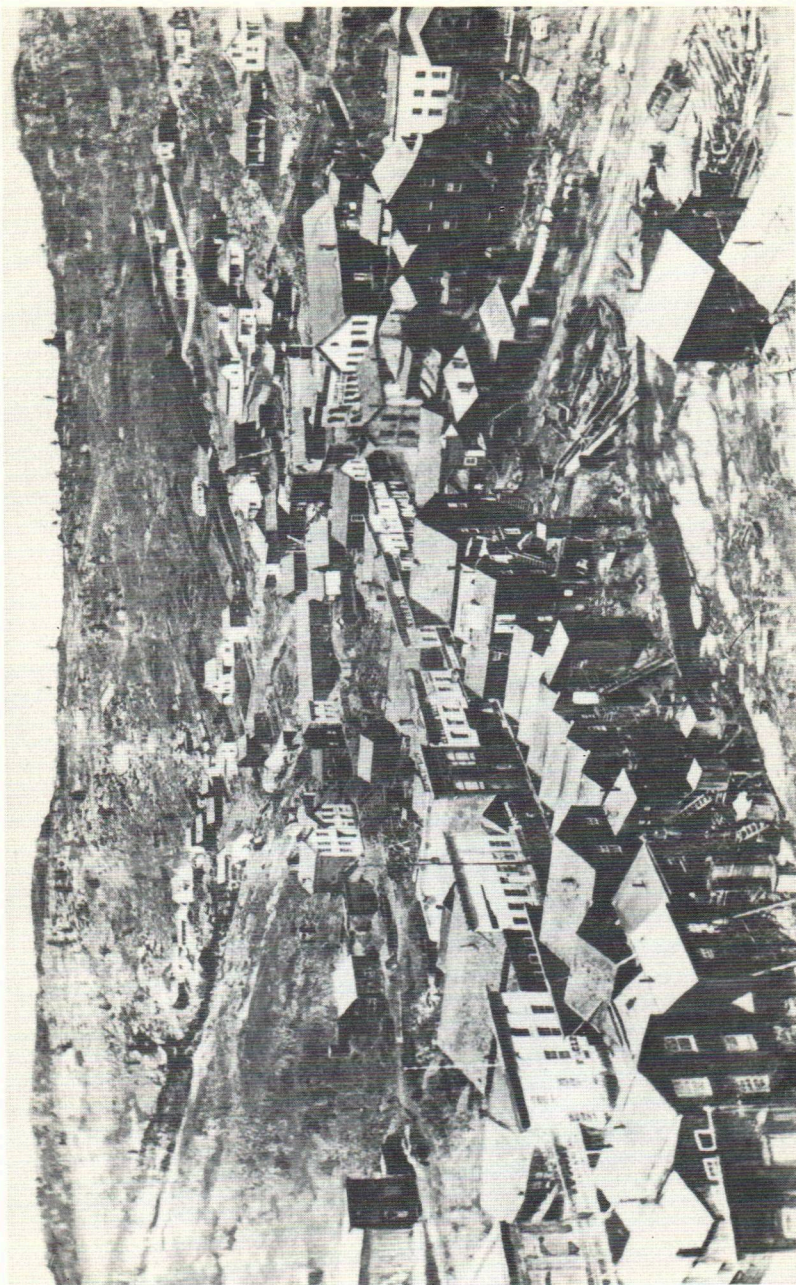


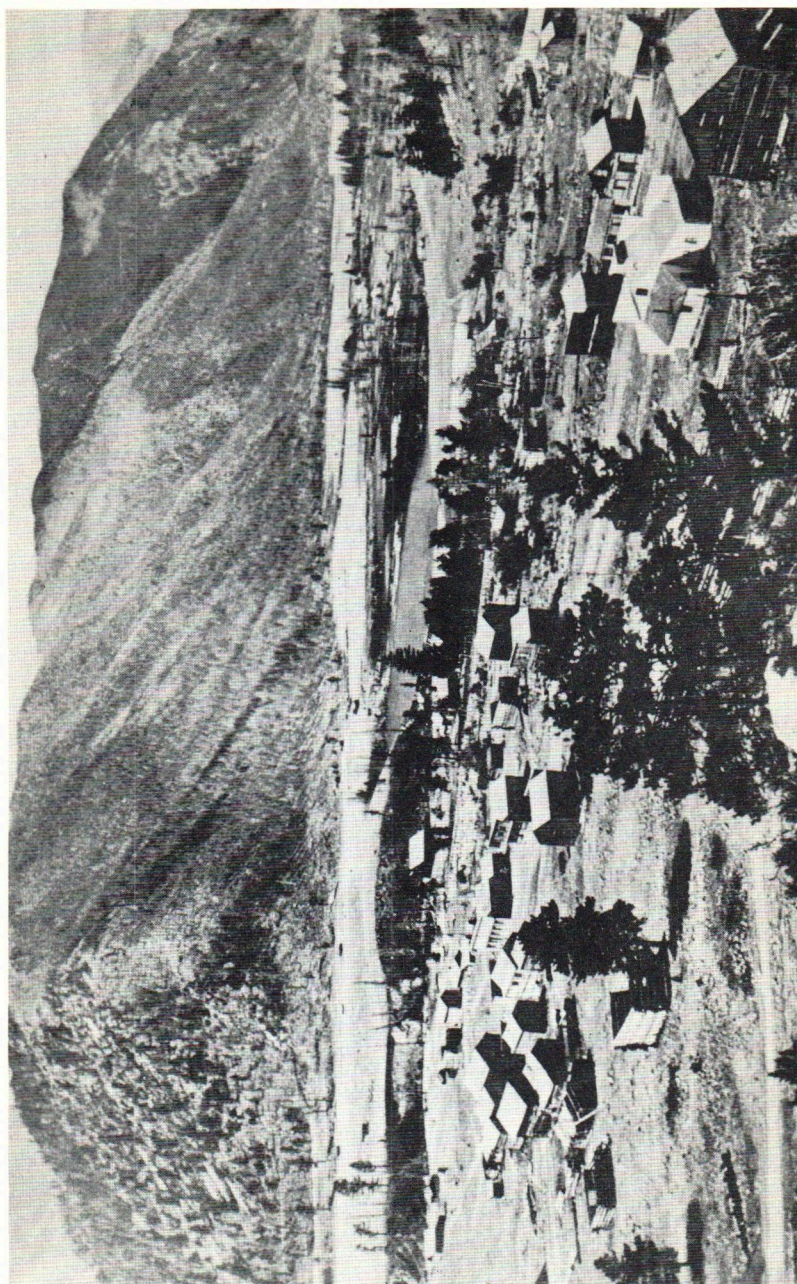
Black Hawk pictured as a "City"



Nevada (City or ville)

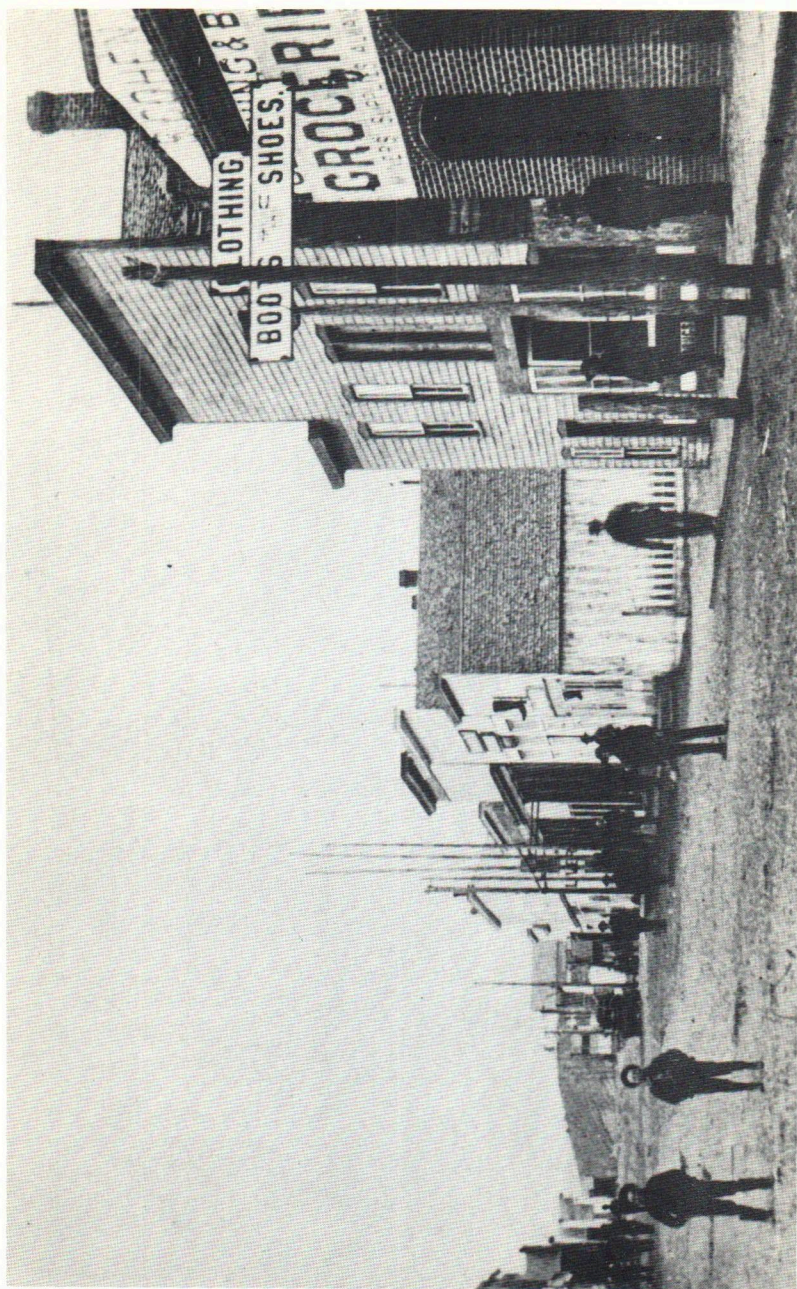
Central City



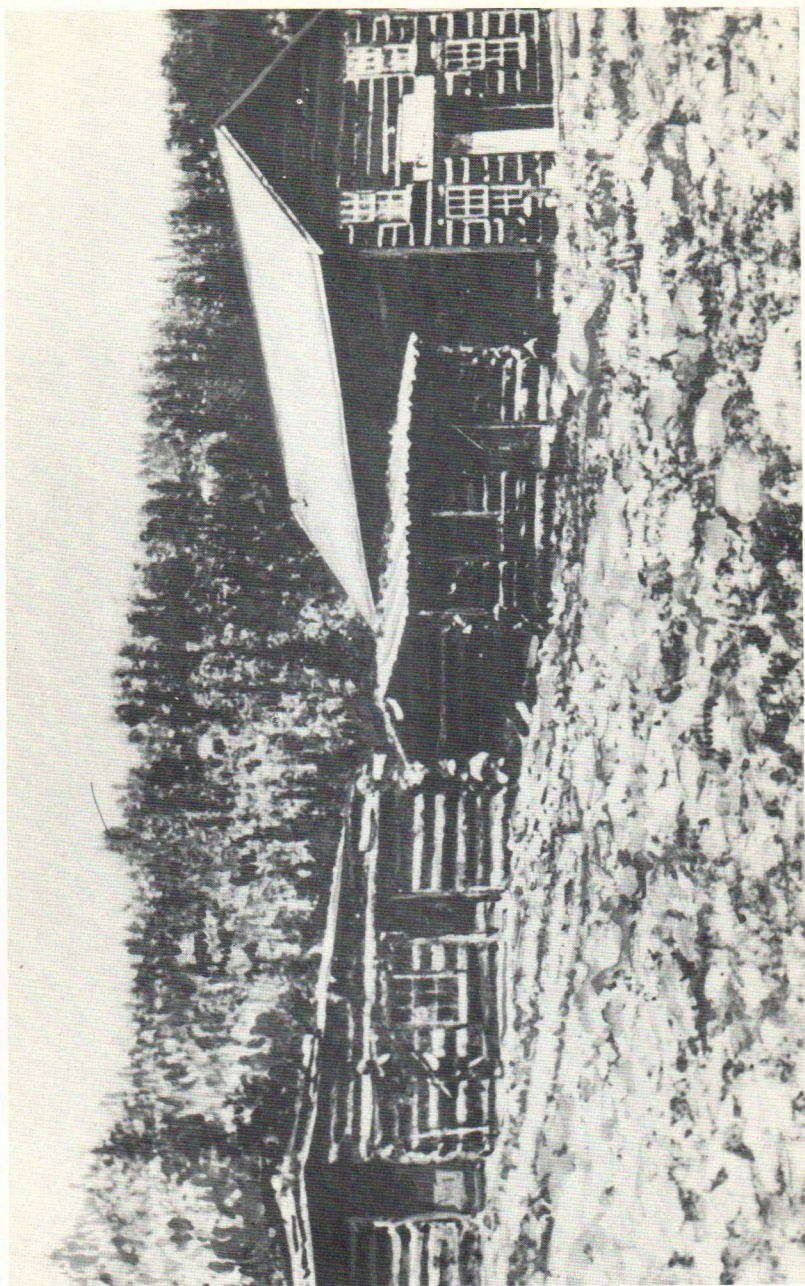


Empire City

Tarryall City



South Park City (Fairplay)





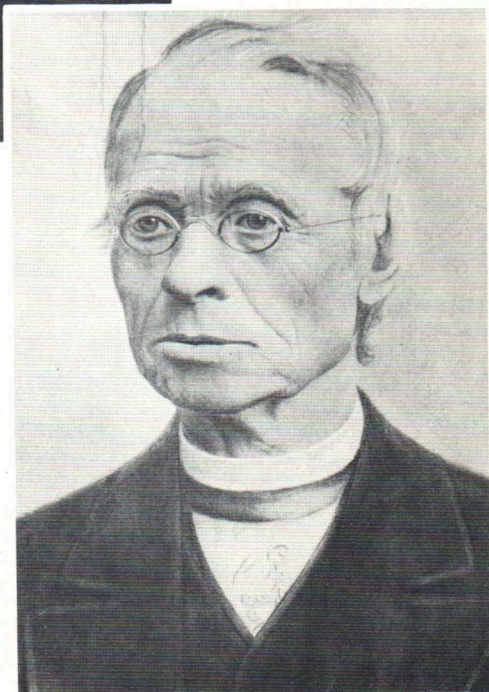
Upper Montgomery City



Lower Montgomery City



Father Dyer



Bishop Machebeuf

incorporated into one in 1886, and Bessemer was absorbed in 1894; industries and factories grew in size and in number; commercial activities increased year after year; and the residential sections continued in attractiveness and pleasantness. Even the floods, especially the one of 1921, which have roared down on Pueblo with such fury and destruction, failed to stop for long the steady advance of the Steel City of the West. The citizens simply rebuilt and repaired, and progress continued. The Steel City's business expansion has become more and more diversified at the rate of at least forty new industries within the past ten years. Great advances also have been made municipally and culturally in recent years, and as a result, Pueblo has been designated an "All American" City. Today, with an estimated population of over 100,000 persons, Pueblo has grown and prospered until now the name has become much more synonymous with "industrial city" than with the original Spanish meaning, "Indian village."



Farther up the Arkansas River on a western arm of the plains which stretches to the foothills and situated near the entrance of the Royal Gorge was and is CANON CITY, nicknamed the Gate City to the Mountains. In October of 1859, some of the men who had been in on the founding of Fountain City and of Pueblo moved up the Arkansas until they came to an inviting spot near the river's issuance from the gorge. Here, these men decided, was an ideal place to build a "City;" however, their plans proceeded no further than one cabin. The next spring, hearing reports of gold finds in the South Park and in the tributary gulches of the Upper Arkansas, several of these men, accompanied by several other "City" promoters, relocated the town which was to become Canon City. Of this event Frank Hall wrote:

. . . As an earnest of their intentions, a number of log cabins were built. This exhausted their means, their enthusiasm perished with the failure of their hopes, for no further accession occurred, the columns of marching men passed by without halting, and a second time the existence of the place was seriously threatened. A few farmers settled upon ranch claims, and undertook the experiment of agriculture.

Nevertheless, before many weeks had passed, the founders' plans for their town began to crystallize. The gold discoveries, especially those of California Gulch near the headwaters of the Arkansas River, were proving exceedingly rich; and, as Canon City was the last place to which the heavily loaded freight wagons could make their ways from the plains, "merchants," wrote Ernest Ingersoll, "came here and crammed great sheds with stocks of goods sold at wholesale, while forwarders were busy in organizing ox-trains to carry supplies into the mountains."

The War Between the States slowed the growth and development of the Canon City area, as it did all parts of the Territory, by cutting down migration and by a number of the region's young men joining the Colorado Volunteers or returning east or south to take up arms on the side of their convictions. Once the war was over, not only did many of these slightly older and more experienced men return, but many others hurried westward to seek their fortunes on the plains and in the mountainous region of Colorado Territory.

Several factors broadened Canon City's economic structure throughout the 1860s and the 1870s: Gabriel Bowen discovered oil springs a few miles out from the town; Anson Rudd burned the coal from nearby coal fields in his blacksmith's forge; Colorado's first orchard, planted by William Lee, was washed away by flood waters in '64, but Jesse Frazier's orchard, planted eight miles below Canon City, grew and flourished; Canon City was chosen as the site of the State Penitentiary in 1868 and in '71 the first of this institution's buildings was opened. In spite of this economic development, outsiders paid little attention to this "City" until a correspondent of the CHICAGO TRIBUNE visited the Territory and took it upon himself to give the community some free advertising through the following article, which was reprinted in the DENVER DAILY NEWS of October 24, 1873:

Canon City, though surrounded by the most enchanting mountain scenery, and possessing the most remarkable soda and mineral springs in the territory, is unfortunate. It has been neglected, and, I might say,

TOTALLY IGNORED,

by that useful class of individuals known as newspaper correspondents. To be sure, the Hon. William D. Kelley, of Pennsylvania—better known, perhaps, as "Pig-iron

Kelley" once visited this place, and expressed himself astonished at its resources declaring that vast iron manufacturings would be established here, and that Canon City has failed to thrive and prosper as she should, and the mud built town of Pueblo, with its greasers and concert-saloons, has left her behind in the race. The mistake is, that Canon City has depended too much upon her natural advantages, and not enough upon puffery, enterprise, and printer's ink. We are surfeited with accounts of Denver, Greeley, Central, Black Hawk, Evans, Colorado Springs, Golden and Manitou; but none of these men who sprinkle adjectives so fully condescend to notice a town that, for beauty and location, sublimity of scenery, and richness of material resources

FAR SURPASSES

any town named in the above list. Briefly enumerated, here is an abundant water-power, sufficient to drive all the saws and spindles in the United States, the river having a fall of over eight feet to the mile. A few miles north, and we strike the celebrated coal fields of Fremont county, with veins of coal eight feet thick and now producing over two hundred tons per day. A few miles farther on, and our attention is directed to the Hard-scrabble silver mines, but lately discovered, and now turning out ore which compares favorably with the most noted mines of the San Juan district of Nevada, while the Wet Mountain Valley, ninety miles to the west, is fairly walled in by mountains consisting almost entirely of iron ore, which assays 70 per cent. The supply is inexhaustible. Toward Canon, and descending Grape creek, a conical mountain raises its bald head to the left; and upon examination, we find this to be composed almost exclusively of

MAGNETIC ORE

so strong and powerful that steel filings on a sheet of foolscap paper remove themselves into ridges and go through contortions, as if subjected to the operations of a galvanic battery. Throw a paper of needles upon these rocks, and they will at once stand up on end like the quills of a fretful porcupine. An Englishman who assayed to climb the mountain with steel plates on his shoes stuck fast and was only removed with great difficulty,—so, at least, the old hunters say; while jackknives manifest a decided tendency to jump out of one's pocket, and clouds never fail to roll themselves up and emit electric sparks upon approaching the mountain. I will not vouch

for all the wonderful stories related; but I have seen the ore, and know that it is more powerful on the draw than an old-fashioned mustard plaster, and that, perhaps, is enough to say about it.

The strong card of Canon City, however, and the one which is always played when the visitor or spectator is inclined to turn up his or her nose in disgust over natural advantages, is

THE WONDERFUL CANON

of the Arkansas river. The canon proper commences about three miles above town, is twelve miles in length, and is really a magnificent production of nature. Through this gorge the river foams and tumbles,—the rocks rising perpendicularly on either side to the height of 2,000 feet or more. To be sure, one pedantic surveyor, who pretended to represent the United States, and who came out with a full assortment of sextants, quadrants, and theodolites, only gave the rocks an altitude of 1,500 feet; but he was promptly seized, emersed in the hot springs, and then hooted out of town. The citizens of Canon City are sensitive, and any man who refuses to bow down and worship the soda-springs, or who is foolish enough to insist that the banks of the Arkansas canon are not 2,000 feet high must stand the consequences. As a general thing, newspaper men have become posted on this, and the majority readily swear to anything which is demanded or expected. The canon is considered impassable to footmen or boatmen, as nothing can live in the rapids; but it has been ascended in the winter on ice, and the construction of a railroad track around its rugged curves is considered practicable by some of the best engineers. Such a work would be a stupendous undertaking, however, and the bones of the old pioneers will have long mouldered in their graves before the scream of the iron horse is heard in the rugged recesses of the Arkansas canon. [The correspondent missed his prediction in this instance because barely six years elapsed before tracks were laid through the Royal Gorge, and if it had not been for the war between the Denver and Rio Grande and the Atchison, Topeka and Santa Fe railroads over the right of way, the undertaking would have been accomplished even sooner].

TO GET A GOOD VIEW

of the canon, one must take the carriage road on the north side of the river, and drive up a distance of ten miles, near the head. The ascent is easy and gradual,

and, after passing the first low range of foothills, the glories of the Snowy Range burst on the vision sixty miles away, but seemingly so near that every gorge, precipice, and peak are revealed in all their grandeur. Up one hill and down another, through pinon groves, and over loose masses of limestone rock that are hurled and tumbled in all sorts of fantastic shapes, the adventurous traveler makes his way, and is soon standing on the very brink of the canyon. He may be blown, so to speak; his shoes may have given up their soles, and his pants may be fluttering in rags; but he forgets all these in the grandeur of the sight. It is one

NOT EASILY FORGOTTEN

One involuntarily holds his breath as he approaches the awful brink. Straight down as the plummet go the limestone walls hundreds of feet, while the river below looks like a mere thread of silver, and its angry voice cannot be heard. It is a spectacle for the poet and painter; and, in looking upon it, even Shoddy[*] will forget his greenbacks and paste diamonds, and rhapsodize by the hour. Another romantic feature about it is that a band of Rocky Mountain sheep live in this canon, and often exhibit themselves to visitors. They bound from rock to rock with the utmost temerity, often striking upon their horns, and live in the most inaccessible places. Armed with a patent Ballard, your correspondent was lucky enough to bring down one,—a sturdy old buck, with horns that must have been about two feet in diameter, but he pitched head-foremost into a narrow gorge, and to the buzzards. Upon the whole it is a rather poor place for the sportsman.

The coming of the railroad in the mid-'70s to the Canon City area not only helped in the economic development by facilitating trade, but also speeded up the tourist business. In 1877, Helen Hunt Jackson found Canon City a small village with "a wide-awake look," several good shops and "three tolerable hotels." Writing under her initials of H. H., she foresaw:

. . . No doubt, in a few years it will be largely known as a resort for invalids, for the winter climate is a very pleasant one,—much warmer and milder than that of Colorado Springs, and, therefore, better for many consumptives. Moreover, there are bubbling up in the lime-

*A confidence man specializing in counterfeit currency and jewelry.

stone rocks at the mouth of the Grand Canyon several nauseous hot springs, variously medicated, and the class of people who will drink this sort of water is a large and nomadic one.

Then, in the late '70s, the silver excitement burst in the mountains to the northwest and to the south of Canon City, and the town leaped to importance again as a mining supply "City." The effects of the silver boom are shown in the following lines written in 1879 by Frank Fossett:

. . . Stages leave this city for Leadville every morning, and stages for Silver Cliff and Rosita arrive and depart daily. Long trains of wagons, loaded with ore and bullion, are almost continually arriving from Leadville, and in lesser numbers from Silver Cliff and vicinity, and return laden with merchandise and supplies. All of this business and the grading forces of the Atchison, Topeka Santa Fe railway in the neighboring cañon have tended to make matters lively in this growing city during the past year. The travel through the place is immense, and every hotel is crowded to utmost capacity . . .

Canon City was in the midst of the Royal Gorge War during the last years of the 1870s and into 1880. This contest for the right of way through the Gorge ended favorably for the Denver and Rio Grande Railroad Company; and, although the majority of the citizens in Canon City had aligned themselves on the side of "the bested" Atchinson, Topeka & Santa Fe, that "City" profited through the tremendous increase of trade as the D. & R. G. built on to Salida, Leadville and points west.

Ernest Ingersoll asked in 1883, "What is there to see about Cañon City?" Then answered with a list of "advantages, natural and otherwise" which he quoted from the CANON CITY RECORD:

Soda springs, iron springs, hot soda baths, wide streets, excellent town site, immense water power, exhaustless coal fields, good water works, best building stone, splendid lime rock, iron mines, mica mines, lead mines, silver mines, [*] oil wells, irrigating ditches, abundance of shade trees, peaches, plums, pears, apples,

*Present day mining engineers believe that the area has the largest number of different mineral resources in Colorado and probably of any district in the world. These resources include not only the fuels and metals, but also the industrial and radioactive minerals.

walnuts, grapes, vegetables, grain, flowers, bees, fifteen thousand dollar school house, twenty thousand dollar court house, Masonic temple, city government, low taxes, streets sprinkled, seven churches, theatre hall, first-class dentists, two newspapers, excellent physicians, good teachers, brick and stone stores, excellent society, protection from cold winds, immense stocks of goods, railroad communication, good ranches, stock ranges, excellent hotels, military college, and kindergarten.

Traveler Ingersoll further observed on his own:

Withal Cañon City is a pretty town; one of the pleasantest places to live in in Colorado. Rows of large trees shade all the sidewalks (and they are sidewalks of planking, not mere gravel paths), and the ample spaces left about each house are filled with fruit trees, flowers and garden vegetables. . . .

. . . Marvelous stories are told of the weight of the cabbages, of the girth of the beets, of the solidity of the turnips and strength of the onions that go hence. And as for apples, scores and scores of acres are being newly set out in apple trees, and almost square miles of "truck" fields will next year add their quota to the unsatisfied market. I was astonished when I saw how extensive and successful was the culture of fruit and garden sauce in and about Cañon City.

This comes from good soil and easy climate. They say some winters here are so mild that one hardly needs an overcoat at all; it must be remembered that though the elevation is high the latitude is low. I saw a field where clover had been cut three times a year for twelve years, yet showed no signs of running out; and as for alfalfa, they cut the crop quarterly.

An enterprise of the Canon City area, not brought out by Mr. Ingersoll, is the stock raising industry which gained a firm footing in the later part of the 19th century and which has continued to grow throughout the 20th century, until now it is a two million dollar a year business.

Canon City, as Frank Hall saw it in the 1890s, was "not a great city," but certainly an "inviting, prosperous and sturdily progressive" one. Hall's description fits the Canon City of today—with a population of 6,345 persons by the 1950 census, and with a growing population estimated at 15,000 for greater Canon City—it still cannot be rated as "a great City," but with the area's

diversified economy Canon City, one of Colorado's oldest surviving supply "Cities," continues prosperous and progressive, and generally is at its "inviting" best each spring during the beauty of Apple Blossom Week.

COLORADO CITY, north and east of Canon City, had its start as a mining camp and then became a supply "City." Of Colorado City's original beginnings Frank Hall wrote:

. . . Reports of the discoveries made by the Cherokees began to arrive. Therefore, in the spring of 1858 an exploring party was formed under the leadership of one John Turney. They reached the spot on which the beautiful town of Colorado Springs now stands in aesthetic pride, in July following. By persistent digging and panning they found evidence sufficient to justify a permanent settlement and more extended investigations of the neighboring hillsides, hence the location of a town site which was named "Colorado City." . . .

However, the Colorado City Town Company was not organized until 1859 and then, not by the Turney prospecting party, but by a group of Denver-Auraria men, including E. P. Stout, R. E. Whitsitt, Lewis N. Tappan, L. J. Winchester, S. W. Wagoner, Charles H. Blake, H. M. Fosdick, W. P. McClure and D. A. Cheever. Nor did these men found Colorado City as a mining camp, but rather as a supply "City" as shown in the following quotation taken from J. C. Smiley's SEMI-CENTENNIAL HISTORY OF THE STATE OF COLORADO:

On the first day of August, immediately following the receipt of authentic information that rich and extensive goldfields had been found in the South Park, and upon the Blue River, the only easy and natural access to which was by the old Ute Trail, passing into the mountains at the foot of Pike's Peak, at the famous Boiling Springs, a body of gentlemen, comprising some of the leading business men of the country, associated themselves together, and entered upon possession of a site lying near the old townsite of El Paso, some two miles, however, nearer the mountains. It was decided to establish a town and designate it by the title of Colorado City, the recently discovered mines (evidently meaning those on the Blue River) being, as was then supposed, on the Colorado River.

Of great importance to the growth of Colorado City was the town's position near the entrance of Ute Pass, and on a road which did develop in time into a heavily traveled thoroughfare leading to the mining camps in the South Park, the headwaters of the Blue, and also to those of the Upper Arkansas. Because of this situation Colorado City became a commercial center, servicing the aforementioned regions, and before the year of 1860 was over, this supply "City" is said to have had a population of 1,000 individuals, many of whom became merchants and forwarders. For a time the planners of Colorado City were satisfied with their coming metropolis and how it grew; then, they became politically ambitious, and when the establishment of Colorado Territory came nearer and nearer a reality, the boosters of Colorado City started a campaign to make that town the capital of the new territory. O. J. Hollister thought differently, observing that the town, "a mere assemblage of log-cabins," had no more chance of becoming the territorial capital than Julesburg or Conejos had.

The provisional Territory of Jefferson was brought to an end early in June of 1861; and, immediately William Gilpin, an appointee of President Abraham Lincoln, took office as the first governor of the Territory of Colorado. Soon afterwards when the governmental machinery was set in motion, the first legislature, then meeting in Denver, designated Colorado City as the seat of government for the newly created territory. How this happy designation was brought about was related by A. Z. Sheldon, early historian of El Paso County, and passed along by Frank Hall in the following paragraph:

It was customary every spring with a majority of the population to go to the mountains for the purpose of mining, and on this occasion every such person became an emissary in a common cause [that of making Colorado City the territorial capital], and labored in season and out of season by word and deed, successfully to shape and guide the contest. Every legislative candidate was interviewed and pledged, and every mining camp so leavened that the election of the pledged candidate should be rendered sure. El Paso, Pueblo and Fremont Counties constituted an electoral district, from which were sent Colonel John M. Francisco to the council, and R. B. Willis and George M. Chilcott to the House of Representatives. Willis, a citizen of El Paso County,

proved to be one of the most efficient workers in the legislature. Adroit to plan, and prompt and vigorous to act, he so managed his material, favorable and indifferent, to the interests of Colorado City, that when the question was brought to issue, the partisans of Denver were paralyzed with astonishment to find that the matter was already virtually disposed of.

Colorado City's life as territorial capital was short. When the second session of the Territorial Legislature convened there on July 7, 1862, the lawmakers could not find sufficient or suitable accommodations for themselves or their meetings; so after five days of wearisome wrangling and fruitless efforts, they mounted their horses or took to their buckboards to jog and jounce back to Denver in which town the session was completed. Furthermore, the "distinction" of being territorial capital was taken from Colorado City and bestowed on Golden City which retained the nominal honor for five years when Denver became the real and abiding capital of Colorado.

The citizens of Colorado City suffered from the general mining and business slump that manacled Colorado Territory during the 1860s; and in the early '70s there grew up to the east of this "City" a strong and progressive rival known as Colorado Springs. By 1880, as George Crofutt pointed out, Colorado City which had "promised, at one time in its history to make a city of some importance" had a population of "perhaps, 100," most of whom were engaged in agriculture and stock raising. Colorado City, nevertheless, did come back following the building of the Midland Railroad and the discovery of gold in the Cripple Creek-Victor district. The Midland shops were located in Colorado City and by the turn of the century the town had four reduction mills and a population of 2,914 people; by 1910, the population estimate had increased to better than 4,000. Colorado City was able to retain its separate identity until 1917 when it was incorporated into Colorado Springs, and since that time has been known as the suburb, West Colorado Springs.

Colorado Springs was first carefully planned on paper by the officials of the Denver and Rio Grande Railroad Company, under the leadership of the visionary but practical William J. Palmer. These men did their planning well, for Colorado Springs—frequently referred to as the City of Schools and Churches—has

become the beautiful city of fine homes, health and tourist resorts which General Palmer and colleagues intended it to be, and, in so doing, this city with a population of 45,472 in 1950 has become world known. Fort Carson and the recently established United States Air Academy bring still further recognition to the area where the "Cities" of El Paso, El Dorado and Colorado played their roles in the earlier scenes of Colorado's history.



Another supply "City" expecting great fortunes in its future was BRADFORD CITY fifteen miles southwest of Denver. The inspiration for this "City" was emphasized in a report to the ROCKY MOUNTAIN NEWS of January 18, 1860, by S. G. Jones in which he praised the location of the townsite for its clear spring water and unexcelled opportunities for "the merchant, the artisan and the mechanic" because of the proposed "City's" situation on the "Air Line road." This road was advertised as the shortest route to the mining regions on the headwaters of the South Platte, the Blue and the Arkansas rivers. The builders of this wagon road were Major R. B. Bradford and associates with S. G. Jones as surveyor. Bradford City's nucleus and the source of its name was a stone house built for Major Bradford, but used as a stage station during the early '60s.

Nearly one hundred years after the planning of Bradford City, it is difficult to estimate the size of this early settlement since written evidence is scarce. William N. Byers of the ROCKY MOUNTAIN NEWS, who visited the Major in his stone house during February of '60, reported there was one other completed house, a log cabin, in Bradford City at that time. Other travelers who stopped at Bradford's late in the spring reported three additional cabins built but still unoccupied. Webster D. Anthony, passing through the "City" in July of that year, noted that Bradford City consisted "of about thirty vacant houses." That word "vacant" seems to have carried an ominous warning for the settlement's future because there is no record showing that those thirty houses were ever occupied. Anthony gave a further clue to the town's commercial failure in the following:

. . . Here we ascended a very steep long hill over the mountains. . . . About half way up is a toll gate where after paying \$1.50 we were allowed to pass. Still

the steep hill is before us and the inquiry naturally arises—how are we to get up? But little by little we go. At some points the road looks dangerous and if an accident happens certain destruction awaits the wagon. At last we gain the top, and here the view is fine, . . .

The steepness of the hill, washouts due to heavy rains, and inadequate maintenance diverted heavy travel from the Bradford Hill road to the Denver and Turkey Creek route, and by the late '60s hardly any traffic passed along the Denver, Bradford and Blue River Road. This spelled the end of Bradford City as such; nonetheless, Major Bradford continued to use his stone house as headquarters for his ranching and truck gardening endeavors until his death in 1876.* The stone house, which underwent many additions and remodelings, has stood these many years, gaunt and shell-like, the only reminder of Bradford City.



On the Platte River route from the States CHEROKEE CITY had its start in 1860. The October 25 issue of THE WESTERN MOUNTAINEER of Golden City reported:

CHEROKEE CITY

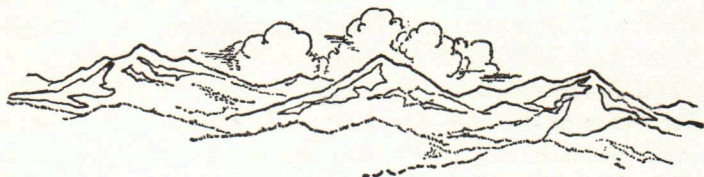
Some of our readers will recollect that last winter we noticed a new town at the mouth of the Cache a la Poudre, called Agricola. Lately a new company has been formed, and a new town surveyed and platted at that point, on the south side of the Platte, under the title of the Cherokee Town Company, the officers of which are, President, Dr. Bell; Secretary, Dr. Hamilton, Treasurer, Mr. Forrest, of Forrest Bro's. & Co., Bankers; the other members of the company are Messrs. Cheeseman, Pomroy, Crampton, Wheeler and Burns. We understand that it is the intention of the company to go on at once with improvements, and if the point has the advantages that are claimed for it, it will at once, doubtless, grow into importance. Dr. Bell informs us that it is the intention at once to lay out a road from Julesburg to Chero-

*Ruth A. Beckwith's carefully researched and interesting article, "Stage House Toward the Hills" published in the 1954 Denver Westerners' BRAND BOOK contributed greatly to the above description of Bradford City. Another excellent account about Major Bradford is Raymond W. Settle's "Robert B. Bradford, Pioneer Denver Merchant," also in the 1954 BRAND BOOK.

kee City, on the north side of the Platte, and thus enable emigrants and others to avoid the long stretch of 160 miles of sand upon the south side.

Cherokee City progressed rapidly, having several houses built by the middle of December and a large steam saw-mill under erection with the promise that it would be running within thirty days. The following year building and improvements were pushed forward and on November 25, 1862, Cherokee City was granted a postoffice. Exactly one year later the postoffice was discontinued and Cherokee City became Latham, a busy stage station on the Overland Stage route to California and to Denver. During the inactive years of the mid-'60s, Latham had no postoffice, but with the increase of immigration after the Civil War, it was again established and during the heated controversy between the towns of Greeley and Evans for the county seat designation of Weld County, Latham for a few months was considered the seat of government. In May of 1870, Latham lost its postoffice to Evans and, like its predecessor, Cherokee City, the settlement passed into history.

Chapter III



“Cities” in the Mountains

THE DISCOVERY of placer gold by the remnants of the Russell-Cherokee Party of gold-seekers from Georgia on Dry Creek in July of 1858 had given rise, as already seen, to Montana City, Auraria and Denver City in the fall of that year. Ten months later in May of 1859, John H. Gregory, another Georgian, in conjunction with the Wilkes Defrees Party from South Bend, Indiana, discovered outcroppings of rich lode gold on the mountain slope above North Clear Creek. This find gave rise to Gate City and Rocky Mountain City on the Golden Gate Canyon road leading into the mountains, and to Hoosier City, Mountain City, Central City, Nevada City, Missouri City and Quincy City in the mountainous area surrounding the Gregory Diggings.

Golden Gate or GATE CITY grew up around the toll gate station situated at the mouth of the Golden Gate Canyon. As well as having a scattering of wagons and tents, Gate City was able to boast of a few log cabins. As long as wagons and stages bounced and lurched up and down the Golden Canyon road between Denver and the Gregory district, Gate City thrived, but after a wagon road and later a railroad were built up the Clear Creek Canyon, Gate City dwindled as its inhabitants gradually moved into Golden City.

ROCKY MOUNTAIN CITY, which also was established on the Golden Gate road in June of '59, consisted of a few covered wagons and one grocery tent. Rocky Mountain City had great hopes of becoming a supply "City" made of wood and stone; but the hopes and the tent folded quietly and the wagons pulled away noisily some time during 1860 as the majority of freighting and travel switched to the newer artery of traffic up the Clear Creek Canyon between Golden and the "Cities" of the Gregory mining region.

A. D. Richardson, who traveled the first wagon road into the Colorado mountains in the company of Horace Greeley and Henry Villard, distinguished representatives of the press, left some concept of the Golden Gate road through the following:

From Denver to the foot of the range seemed only a stone's throw, but we found it fifteen miles. The only well-defined spur is Table Mountain, which rises 500 or 600 feet from the valley with symmetric stone walls. It looked down upon two little tents, then the only dwellings for miles; but in the intervening years it has seen a thriving and promising manufacturing town [Golden] under the broad mountain shadow.

At its base we found Clear Creek, greatly swollen, so we left the coach, saddled the mules and rode them through the stream amid a crowd of emigrants, who sent up three hearty cheers for Horace Greeley. The road was swarming with travelers. In the distance they were clambering right up a hill as abrupt as the roof of a cottage.

It seemed incredible that any animal less agile than a mountain goat could reach the summit; yet this road, only five weeks old, was beaten like a turnpike; and far above us toiled men[*], mules and cattle, pigmies upon the Alps. Wagons carrying less than half a ton were drawn up by twenty oxen, while those descending dragged huge trees in full branch and leaf behind them as brakes.

As soon as the John Gregory discovery was made known, gold-hungry *Pike's Peak*ers not only rushed up the north branch of Clear Creek from Denver and Auraria, but also up Virginia Can-

*Mr. Villard reported that "a number of fair ones in 'bloomer' figured most conspicuously" among the inhabitants of the "extemporized" canvas camps which lined both banks of Clear Creek.

yon from Jackson's Diggings (Idaho Springs) and crowded into Gregory Gulch. Before long, tents stood askew, wagons tilted and brush huts bristled on the steep slopes above the stream.

The miners held a mass meeting on June 8, 1859, for the purpose of adopting a body of laws through which the Gregory Mining District should function. Among the several speakers participating in the event and speaking on such subjects as the postal service to the new community and urging immediate formation of a state without first organizing a territory was Horace Greeley, who also had a few well-chosen words to say on temperance and on gambling. In his *AN OVERLAND JOURNEY FROM NEW YORK TO SAN FRANCISCO IN THE SUMMER OF 1859*, the renowned editor described Gregory district as follows:

This narrow valley is densely wooded, mainly with the inevitable yellow-pine, which, sheltered from the fierce winds which sweep the mountain-tops, here grows to a height of sixty to eighty feet, though usually but a foot to eighteen inches in diameter. Of these pines, log-cabins are constructed with extreme facility, and probably one hundred are now being built, while three or four hundred more are in immediate contemplation. They are covered with the green boughs of the pines, then with earth, and bid fair to be commodious and comfortable. As yet, the entire population of the valley—which cannot number less than four thousand, including five white women and seven squaws living with white men—sleep in tents, or under booths of pine boughs, cooking and eating in the open air. I doubt that there is yet a table or chair in these diggings, eating being done around a cloth spread on the ground, while each one sits or reclines on mother earth. The food, like that of the plains, is restricted to a few staples—pork, hot bread, beans and coffee forming the almost exclusive diet of the mountains; but a meatshop has just been established, on whose altar are offered up the ill-fed and well-whipped oxen who are just in from a fifty days' journey across the plains, and one or two cows have been driven in, . . .

I presume less than half the four or five thousand people now in this ravine have been here a week; he who has been here three weeks is regarded as quite an old settler. The influx cannot fall short of five hundred per day, balanced by an efflux of about one hundred. Many of the latter go away convinced that Rocky Mountain gold-mining is one grand humbug. . . .

The various camps along North Clear Creek were looked upon as separate townships, each claiming individuality under a name of its inhabitants' choosing, and according to the diary of David F. Spain, a member of the Indiana-Defrees Party, the cabin of this group, which was said to have been the first "mansion" in the district, was named HOOSIER CITY on the 12th of May. The diary also revealed that Mr. Greeley personally visited the "City" prior to speaking at the miners' meeting, and that after Spain and his partners sold their claim late in June they celebrated their good fortune on the 4th of July by "firing 15 rounds" from their revolvers and by eating "Dinner at the Hoosier City Hotel." That was the last mention of their two-month-old "City" since Mr. Spain and two others of the party left for their Indiana home the next day.

On Sunday, June 12th, three weeks before leaving the district, Spain and a friend had put on their "Store Cloths" and had gone up to MOUNTAIN CITY to listen to the first "Religious discourse ever delivered in these Rusty Ragged Old Mountains."

Mountain City was the second named of these Gregory district gold camps which were to climb street over street up the mountain-side above the winding stream and by the early summer of '59 consisted of a tent hotel, a log theater and a touse of cabins, tents, and huts. J. C. Smiley recorded that before the 4th of July, Mountain City, "a spontaneous product of the discovery of the North Fork," contained "over two hundred dwellings, where six weeks before there was not one." Furthermore, by August the camp had a weekly newspaper with the long-spun title of THE ROCKY MOUNTAIN GOLD REPORTER AND MOUNTAIN CITY HERALD, but the printing press was hardly warmed up before publication was suspended in late October. Mountain City's citizens not only laid claim to having held the first religious service but also to having had the first Masonic Temple in the mountainous country of the Pike's Peak Region. This Temple, which was made of logs, was completely "unofficial" since the Masonic Lodge of Mountain City was not chartered until December of 1861 (Golden City actually had Lodge No. 1, A. F. & A. M.). In spite of the camp's aggressive start, having gained a population of 800 by January, 1860, it had only a few active years before losing its individuality to become the easternmost section of Central City which built upwards in

a west by northwesterly direction from Mountain City while Black Hawk, modestly never attaching "City" to its name,* built out from Mountain City in an east by northeasterly direction.

The last listing of Mountain City appears to have been in 1878 when the COLORADO STATE BUSINESS DIRECTORY AND ANNUAL REGISTER, successor to the HAND-BOOK OF COLORADO, made the following entry:

Mountain City—Near Central. General Merchandise: C. C. Miller. Contractors: Hockin E. Champing.

Two other "Cities" of the Gregory district were found once on the printed page and apparently disappeared before the ink was dry. A QUINCY CITY was given as an election precinct on William Gilpin's proclamation of July 29, 1861, and a SONORA CITY was shown as the location of the Office of Recorder on the mining claim certificates of the district.



CENTRAL CITY, also known at first as CENTRE CITY because its site was centrally situated between the Gregory Diggings and the lodes in Nevada Gulch, is Colorado's oldest surviving mountain "City." Although the community's present day fame is based primarily on the Summer Opera House and Festival, through Central City's 98-year career there has always been some mining activity in the district—some years, as in the early '60s, the golden yield of the many mines was tremendous; some years, as during World War I and after, gold production was extremely scanty, but always there has been some output of the precious metal.

Central City, Black Hawk, and Nevada, frequently *kiting* the "City," made their gold-inspired climbs over hills and up ravines of the Gregory Mining District during '59 and '60; then by '61, when the Pike's Peak Region was organized as the Territory of Colorado, Gilpin County with Central City as the county seat quickly became the mainstay of the territory's prosperity, for here were located long-lasting lodes rather than short-lived placers. It was these lodes in and about the "Cities" of the Gregory district which virtually held Colorado Territory together through its forma-

*There was one exception when Black Hawk, sporting a "City," "sat" for its portrait (see page 29).

tive years. Here, as Frank Hall pointed out, "was the only section in the mountains that was not drained to a mere insignificant fraction of its people between 1861 and 1865."

Of the area's general appearance Samuel Bowles, who visited there in 1865, wrote:

The chiefest development of these mines in this territory lies along and up the Clear Creek, and centers around its sources some forty miles up and in the mountains west from Denver. Here, along the creek and some narrow gulches leading into it, within the space of five miles, is gathered a population of some six or seven thousand. The principal villages are Central City, Black Hawk and Nevada, holding rank in the order named. These are most uncomfortably squeezed into little narrow ravines, and stuck into the hill-sides, on streets the narrowest and most tortuous that I ever saw in America; some houses held up in dizzy heights on stilts, others burrowed into the stones of the hill, with a gold "lode" in the back yard, and often a well issuing from a rock of precious metals. But here these towns are, thriving, orderly, peaceable, busy, supporting two of them each its daily paper, with churches and schools, and all the best materials of government and society that the East can boast of. Down in the close valleys, and up the steep hillsides to the very top, rise the mills for grinding out the gold, or the shanties that cover the shafts that lead down after the ore. Farther away, on the mountains, thick as ant-hills or prairie-dog-holes, and looking the same, are "lodes" or leads of mineral, discovered, dug into, pre-empted, but not worked—hundreds, thousands of them, with fortunes or failures involved in their development, ready to be tried when the discoverer gets time or money, or turned over to a Wall Street stock company of five millions capital.

A year later, in describing the "winding, dusty road" between Black Hawk and Central City, Bayard Taylor told of the "idle mills," and the "piles of rusty and useless machinery tumbled by the wayside." This indeed was true and was stark evidence to the fact that after the first comparatively easy methods of recovering the rich surface ores by means of gold pans and sluices, the miners turned to the digging of tunnels and the sinking of shafts in order to cut the underground veins. The deeper the mines went, the more refractory the ores became. At first the stamp

mills, which were built along the lower reaches of Black Hawk, were efficient enough to recover the lode gold, but finally, in the mid-'60s, the ores refused to respond to the stamping. By 1865, every man with the least turn towards inventiveness was said to be working on a process for a more complete recovery, sometimes termed "desulphurization" of these refractory ores. In this connection Alice Polk Hill in her book *COLORADO PIONEERS IN PICTURE AND STORY* retold the following favorite story of Judge E. T. Wells:

I took an office with the city clerk and police magistrate of Black Hawk and with Robert M. Clark, the city marshal, was joint tenant of a bedroom at the rear of the office. The office was warmed by a wood-burning stove, about three feet in height. In order to procure hot water for the morning's toilet I devised and drew a sketch of a tin bucket to set in at the top of the stove which should reach down to the fire. That it might not fall through the opening at the top of the stove I planned a rim round the top of the bucket which should support it. It was drawn to a less diameter towards the bottom so as to form a section of a cone, and looked a good deal like a soldier's hat of Civil War times. I took this sketch to a tin-smith and went to him after the lapse of a few hours to bring it away—everybody then did his own errands. He was giving the last blows to the invention as I went in, and, supposing it to be part of my process for "desulphurization," he handed it to me with the remark: "There, that is the d—dst looking desulphurizer I have made yet."

The man who actually solved the refractory ore problem was Professor Nathaniel P. Hill, formerly of Brown University. Professor Hill, in association with Eastern capitalists, built the Boston and Colorado Smelter in 1867 at Black Hawk, and in January of the following year, the furnace was fired under the management of Henry P. Wolcott; and the Gregory Mining District with its "Cities" had a fine new lease on life.

Bayard Taylor had noted and written of the "perpetual menace of fire" to Central City, and in the spring of 1874, as if the fates had decreed it, a fire did flare out from a Chinese celebration to ravage the entire business section of the "City" except for the ten-year-old REGISTER-CALL stone structure and the two-year-old Teller House. The citizens of Central City faced up to this disaster, rebuilding their town of stone and brick so that by 1879,

three years after Colorado had become a state, Frank Fossett found Central City to be a substantial settlement matching the ability of its leaders and the sturdiness of its Cornish miners.

Fossett, giving the combined populations of Black Hawk, Central City and Nevadaville at 6,500 and referring to Central City as "the centre of business" for the area, wrote:

. . . Central has six churches, a daily newspaper, three banks, an elegant opera house [which had been dedicated in early March of 1878], and a graded school [which dated back to 1862] of nearly 400 scholars, with a well selected library of nearly 2,000 volumes. Besides this, the Catholic academy affords instruction to a large number of children. The Teller House is the finest and largest hotel in the State outside of Denver, and compares with the hostelrys of that place. . . .

Of the district in general Mr. Fossett wrote:

The first sight of these cities of the hills is one not soon forgotten. There is a novelty to the scene that attracts in spite of the general barrenness of the landscape—the forest having long since been consumed in furnaces or mines. Thus it is that the numberless prospect holes, dump piles, shafts, cuts, and tunnels that scar the earth's surface are all the more plainly visible. Streets and houses are wedged in narrow ravines and gulches, and again crowded up their steep inclines. The towns centre where streams and gulches unite; for there a little more room can be obtained than elsewhere, and room is an important item here. A main thoroughfare, over three miles in length, winds through these granite hills and busy, bustling towns. Down this numerous quartz teams make their way from mine to mill, loaded with precious ore. Far up the giddy slopes on either side hang cottages and mine buildings, seemingly ready to topple one on another. Where business centres are stately blocks of brick and granite, handsome banks, hotels, and warehouses, whose tops hardly reach to the levels of the streets behind. Beside the turbid streams are huge quartz mills, whose ponderous iron stamps never cease to thunder and rattle. These are the bullion producers and the receptacle of the gold-bearing rock that is constantly being blasted and hoisted from the shafts, levels, and tunnels of the honeycombed hill sides. . . .

It is a strange sight to the new comer, these cities built at the tops of the shafts or mouths of the tunnels which

lead to nature's treasure vaults below and on either hand. Down in the depths, hundreds of feet from the light of day, are other cities, less habitable, but equally active. Here, by the dim candle light, scores and hundreds of miners wield the drill, pick, and shovel, delving for the hidden wealth of centuries. Thus do they help to swell the millions that steadily find their ways into the channels of commerce. . . .

A trip on the Black Hawk and Central extension of this narrow-gauge railway [the Colorado Central] is full of interest, and sensational in the extreme. The grade is even steeper than in the cañon below, and averages something like one hundred and thirty-five feet to the mile. But, as the train keeps on ascending, one is brought more into the sunlight than there, and the prospect becomes far more extensive and exciting. At one place streets are crossed above the level of the house tops, and at another, after circling the mountain sides for two miles, the train makes its appearance hugging the mountain side hundreds of feet above, and almost directly over the town. One can almost look down into the fiery chimneys of the great smelters, while streets rise above, and seemingly bottomless shafts and excavations yawn beneath in this thrilling ride among the gold mines.

At Central one can step into the banks and look upon the glittering gold retorts fresh from the mills, and ready for export. These big lumps of the yellow metal, varying in value from one hundred to fifteen or sixteen thousand dollars each, and in weight from a few ounces up to a thousand, are continually arriving, as one mill after another makes its "clean up," and consequently bank shipments are made almost daily. "Specimens" of gold and silver-bearing ore, of many colors and varieties, and often strikingly beautiful, are collectible at the mines and purchasable elsewhere. Many residents of these places have been diligent in gathering mineral collections which they would not part with at almost any figure. . . .

Even at the time of Frank Fossett's visit, Central City was beginning to feel the end of the Gregory Mining District's twenty years of astounding golden prosperity; or as Lynn I. Perrigo wrote in the 1938 *WHO'S WHO IN COLORADO*: "Gilpin County's supremacy in Colorado was not destined to last beyond 1880." The reasons for the end of these prosperous years were many, but the one factor which had an immediate effect was the competition of the silver camps which sprang up throughout the State following the

white metal discoveries in the Leadville district during the late '70s. These new camps, many of them self-styled "Cities," not only competed with the Central City area in yields of mineral wealth, but also drew capital, mining men and smelting men away from that section. Nevertheless, Central City did remain "a good mining center," producing large amounts of silver and copper, and some lead as well as gold until after the turn of the 20th century. Mainly because of the ever-increasing costs of having to mine deeper and deeper to bring out the gold, silver, lead and copper ores underlying the Gregory Mining District, the amounts and the values of production grew smaller and smaller, year by year. Nearly two million dollars worth of gold was mined in Gilpin County during 1899, but, by 1920, the gold value yield there had shrunk to 91,496 dollars, and by 1953 to 5,530 dollars. However, the county's total gold production from 1859 to 1953 has been 89,736,454 dollars and the combined mineral production has been 104,836,296 dollars with Gilpin County ranking second only to Teller County in total gold production. The effect of decreased mining activity since 1900 can be traced through the population figures for Central City: in 1900 the town had an estimated 3,114 individuals, in 1920 there were 522, and in 1950 there were, by the census, 371.

"Quality rather than quantity" applies to the history-making citizenry of this golden Kingdom of Gilpin. Many creditable names have been associated with the region, including those of N. P. Hill, Horace and Irving Hale, Henry M. Teller, Jerome B. Chaffee, Frank C. Young, Joseph A. Thatcher, James B. Bedford, William E. Gorsline, Ebenezer T. Wells, Frank Hall, L. L. Weld, Columbus Nuckolls, Henry R. and Edward O. Wolcott, George Pullman; and, in many respects, especially in contributions to human welfare, the most creditable name of all is that of Dr. Florence R. Sabin, who was born in Central City in the year 1871.

Central City's present day fame as a Summer Opera and Festival town grew, as Edgar C. McMechen pointed out in *COLORADO AND ITS PEOPLE*, from the capable and far-sighted efforts of "two extra-ordinary women," Ida Kruse McFarlane and Anne Evans. The Central City Opera House Association has been in existence for better than a quarter of a century, and the operas

and plays presented there each summer (except during World War II when the Opera House was closed) have gained renown and esteem for Central City.



There were three part-time "Cities" in the Gregory Mining District, namely Mammoth City, Nevada City and Missouri City.

MAMMOTH CITY apparently was a small camp on Mammoth Hill, south of Central City. Fossett showed an *unkited* Mammoth on his map, "The Centre of the Gilpin County or Central City Gold Belt," and he describes the importance of the German and Centennial tunnels which were dug into Mammoth Hill, but neither he nor anyone else ever described the "City" itself.

NEVADA CITY, located a steep two miles westward and upward from Central City, was founded during the summer of 1859. A year later Nevada City or Nevadaville was a busy gold camp with a population of several hundred. Mining property and real estate had not "boomed" to any marked degree as shown in an excerpt from Jonah Girard Cisne's journal, ACROSS THE PLAINS AND IN NEVADA CITY:*

Bought the two McGrew Claims at 40 dollars the 18th Sept. [1860], give our note due in eighteen months. Bought 66 feet of a claim of Wm. McColister for 40 dollars the 6th of October on the Monti Lode in Ills. Central district. Bought one set of house logs and one house lot in Nevada City for 19 dollars the 8th of October. Sold 25 feet on the Sullivan Lode for \$250.00 to Harwoods, 50 dollars due the first of November 1860, and one hundred due the first of February 1861, and one hundred due the first of April '61.

As Nevada City grew in physical proportions, adding brick stores, a city hall and a postoffice to its hurriedly thrown-together houses of log and board, the residents were undecided as to whether their camp should be Nevadaville, Nevada City or unalloyed Nevada. The group favoring Nevadaville petitioned Washington, D. C., that a postoffice be established by that name; but the postal authorities, fearing confusion with Nevadaville in California,

*The Cisne journal is the property of the State Historical Society of Colorado, having been presented to the society by A. T. Cisne of Cisne, Illinois.

thought up a fourth name for the camp—Bald Mountain. As a result the mails came in for Bald Mountain, but the miners and business men continued to call the settlement by the Nevada combination each preferred. Samuel Bowles referred to the place in his writings as Nevada; Bayard Taylor used Nevada City; Frank Fossett and George Crofutt agreed on Nevadaville in the general texts of their books, but Crofutt gave the name of Bald Mountain in his listing of postoffices in Colorado. Fossett described Nevadaville in 1879 as

. . . a flourishing mining town in the mountains, just above and adjoining Central. It is located in Nevada gulch, between Quartz and Gunnell hills. The mines on either side of it have been extremely productive and have been worked more or less ever since the country was first opened. There are several quartz mills here; also churches, and a public school with 150 pupils. Population, nearly 1,000.

According to Hall the "town of Nevada," which once had been "quite densely populated," had "diminished to a small hamlet" by the early 1890s. The renewed gold excitement a few years later boosted the camp's population to 1,200 by 1899. Then, once the boom was over, Nevadaville verged on becoming a ghost camp; nonetheless, in 1913, Smiley recorded, "It continues to be a center of an active mining district." From 1925 through the 1930s, the Glory Hole operations on the southern slope of Quartz Hill and the gold panning activity following the depression brought "a mild revival" to the camps and the "Cities" of Gregory district; then came World War II, and Nevadaville or Nevada City headed again for obscurity.

MISSOURI CITY, also known as Missouri Flats, flashed into being during 1860. This camp was located a few miles southwest of Central and Mountain "Cities." Its planners were ambitious and enthusiastic, even petitioning the Leavenworth and Pike's Peak Stage and Express Company to make their "City" the terminus of that line, but the optimism of these planners failed to catch on and the stage company was not interested in the proposition made to them. As a result Missouri City soon passed from the scene, having left little imprint on Colorado history. All that marks the site today is a small cemetery.

While the big excitement of '59 and '60 raged above the banks of North Clear Creek, other prospectors were filtering farther into the mountains, magnetically drawn on by dreams of great golden finds and of Midas-touched "Cities." The first of these gold-hunters to pan out pay dirt was a group, or rather two groups, of prospectors in the South Park.* These two groups joined forces and stopped long enough on a tributary of the South Platte River to make an encouraging discovery in July of 1859; then, these discoverers, in a generous mood, are said to have named the stream Tarryall Creek and the settlement on its bank Camp Tarryall, thus, as suggested in Smiley's history of Colorado, "inviting all comers to stop and take a share of the wealth they had discovered, provided it were obtained outside the lines of their claims." A number of treasure-seekers, coming into the South Park over the mountains from Mountain City, or up the South Platte out of Denver City, or by way of Ute Pass out of Colorado City, took up the invitation and hurried to Camp Tarryall, but many found the Tarryallers' generosity lacking when put to the test and either moved across the creek and three-fourths of a mile up stream to help in the founding of Hamilton, sometimes called a "City," or moved on to find placer diggings in other sections of the Park. One party was fortunate in washing out "colors" in a creek about ten miles north and east of Camp Tarryall. These men, quick in assuming that the Pike's Peak Region would soon be organized into the "State of Jefferson" and that their camp would become a leading metropolis therein, named this tiny canvas settlement JEFFERSON CITY. In mid-August of '59, a large group of prospectors stormed out of Camp Tarryall—protesting loudly of the "grab-all" tactics indulged in by the camp's founders—to make a good discovery on the South Platte about twelve miles southwest of Tarryall. The camp of these newer diggings was named Fairplay, its founders resolving "that even-handed justice should rule" in their town.

As Camp Tarryall grew, the settlement's inhabitants gave in more and more to the desire of regarding it as TARRYALL CITY. This camp or "City" saw prosperous times during the summer of 1860 when it consisted of an estimated 300 houses, mostly log;

*It was in this section (earlier known as the Bayou Salado) that the American trapper and mountain man, James Purcell, discovered gold in 1805.

and again during the summer of '61 when powerful hydraulics as well as sluices and rockers were used to wash the golden sands from Tarryall Creek, and the year in which the Territorial legislature designated Tarryall City as the temporary county seat of Park County. But as happened in so many of the early placer camps, scarcity of water-power gradually slowed down, then eventually closed down the hydraulic operations. Nonetheless, some of Tarryall's believers stayed on and faithfully worked the diggings, but the dream of the camp's ever becoming a "City" soon vanished.

Samuel Bowles, who visited the area in 1868, wrote in his book, *OUR NEW WEST*:

. . . Tarryall, where thousands dug and washed sands for gold three and four years ago, and now only two or three cabins, mud-patched and turf-warmed, sent forth the smoke of home; a solitary dirt-washer, trudging along from his day's mountain work, with dinner-pail and pickax; . . .

A lonely picture indeed, but writing in the early 1890s, Frank Hall recorded:

Tarryall City was laid out in 1861 by J. W. Holman, but for twenty years not a vestige of the town has remained, save here and there a pile of stones to indicate where the chimneys of the cabins once stood. . . .

HAMILTON CITY, started soon after Camp Tarryall, had, by June of 1860, the St. Vrain and Easterday store, six groceries, one meat market, two bakeries, three boarding houses, one hotel, one drug store and two blacksmith shops, making this "City" an active mining and business competitor of Tarryall. Hamilton City's success lasted for three years, but declined sharply during the Civil War period. Crofutt reported a population of 150 in 1880, but the building of the Denver, South Park & Pacific Railway at that time caused the remaining majority of Hamilton's inhabitants to move to Como, a growing railroad town, two miles to the southeast.

Cattle-raising for a profit in the South Park was an outgrowth of the Tarryall-Hamilton area. Samuel Hartsel came there in 1860 to find the start of his fortune, not in gold, but in scrawny oxen. He bought these no longer useful animals that had pulled freight

and covered wagons across the plains at 10 dollars to 20 dollars a head, fattened them on the lush native grasses upon which herds of buffalo and antelope had thrived not too many years earlier, then sold them at 90 dollars to 100 dollars a head. His first big sale to a butcher in Hamilton of ten head of oxen was for 1,000 dollars. A few years later Sam Hartsel went back to Missouri and purchased a herd of pure-bred shorthorns. He then spent two years in driving these shorthorns back to the South Park to establish the cattle industry in the region and to give rise to the town of Hartsel.



JEFFERSON CITY was, as such, even shorter-lived than Tarryall City. "However," according to Smiley, "a reminiscence of Jefferson[*] is retained in the name of a side-track station on the South Park division of the Colorado & Southern Railway." The tracks for the Denver, South Park and Pacific were laid across the Park in 1879, heading for Leadville, but forced to give up that destination by the Denver and Rio Grande Company, the Denver and South Park turned their mainline southwestward from Buena Vista to the Gunnison country in the early '80s. For a number of years Jefferson was a shipping point of the railroad (later the Colorado and Southern) and the old station still stands; but today, since the tracks were torn up in the 1930s, all shipping done out of Jefferson is by motor truck on U. S. Highway 285.



There are no indications that the name of Fairplay ever *kited* a "City," but in 1861 some of Fairplay's citizens aspired to their camp's becoming PLATTE CITY; and in 1869, the name actually was changed to SOUTH PARK CITY. Fairplay or Platte City, like Tarryall, enjoyed prosperous times through 1861, although working the Fairplay diggings was much harder because of the large, heavy boulders encountered in the stream bed. During the summers of the early '60s, the camp was "largely populated," but it was practically deserted during the severe winters. Frank Hall recalled the Fairplay of 1864 as "a quiet, peaceful, law-abiding

*According to a letter published in the January 29, 1861, ROCKY MOUNTAIN News, the original Jefferson City was located "at the base of the mountain as you ascend to Georgia Gulch and its tributaries."

settlement where only a little mining was done," but, since "it was the chief center of supplies for all neighboring camps," a fair amount of prosperity was obtained. These slow years lingered on into the late '60s and early '70s when the town, but not the post-office, was recognized as South Park City. Fairplay was incorporated in November of 1872, and it was probably at this time that the high hopes of ever becoming a "City," even in name, was abandoned. With the opening of the gold and silver lodes in the mountains to the northwest and west during the late '70s, Fairplay, as the commercial and political center of the South Park, resumed its role as a busy camp. George Crofutt's guidebook published in 1881 described Fairplay as,

County Seat of Park county, on the Fairplay Branch of the South Park Division, Union Pacific Railway, 112 miles from Denver. Population 515. It is situated on the Middle Fork of the South Platte River. The Bergh and Fairplay are the principal hotels. The FAIRPLAY FLUME, a live newspaper, dishes up *all the news* weekly. County buildings, stores of all kinds, with churches and good schools, are some of the improvements that the citizens point to with pride. Placer mining was once the sole occupation of the settlers, some work of the kind is still done, but now stock-raising and quartz mining overshadow all kinds of business.

The Mosquito, Horseshoe and several other mining districts lie on the eastern slope of the mountains, the base of which is five miles to the westward. These districts are said to contain some of the best mines in the State. At Fairplay there is one smelting furnace, another about two and a half miles west, on Sacramento Gulch, and the Holland Smelter at the mouth of Pennsylvania Gulch three and a half miles west.

Distance from Fairplay to Breckenridge, northwest via Hoosier Pass, twenty-three miles; to Leadville, west via Mosquito Pass, nineteen miles. Game is abundant; also, trout. Many Chinese are working placer mines in the vicinity. Fairplay is 112 miles from Denver by rail. Fare \$9.80. Double daily trains from east and west. . . .

Although the smelters, the railroad, and the Chinese are gone now, much of the above still applies to Fairplay. The town's population by the 1950 census was 476; the county buildings, stores, churches and schools are there; cattle raising and lode mines still are part of the area's economy; up to mid-century dredging

operations replaced the placer mining; and once each year, remembering livelier times, crowds jam the streets in late July when enthusiastic spectators gather to watch the burro races up and over Mosquito Pass between Fairplay and Leadville.



Across Mosquito Range from Fairplay another party of prospectors panned out reassuring indication of gold in the late fall of 1859; but the first chilling blast of winter sent this group, the Slater Party, back to Mountain City for the winter. Early the following spring Slater and Company and a number of other prospectors went into the Valley of the Upper Arkansas to search every tributary of that river for placer gold. Suddenly in late April, after Abe Lee looked into his gold pan to see all of California reflected there, another "City" was in the making! The gulch in which the find was made was immediately named California Gulch, and as the first dozens of seekers for the precious metal hurried into the area, the camp was called SACRAMENTO CITY and/or Boughtown;* then as more and more gold was washed from the stream and hundreds on hundreds of the gold-hungry rushed in, the rapidly growing camp took the name of ORO CITY. Webster D. Anthony came to California Gulch in July to visit his brother Scott, and in his diary recorded his impressions as follows:

Wednesday, July 18th, 1860. Was up before the sun and soon on our way toward the Gulch. When we arrived at the Mouth I left the teams and proceeded on foot. California Gulch is quite wide, the banks covered with pines and the bottoms with rank wild sage. After about three miles came to the cabins of Sacramento City. About three miles farther and found Scott at the store, a little "Log Cabin" like the rest of the "Palaces" of this New City. The building however is as good as any in the Gulch and boasts the first glass windows. Hinckley & Co.'s Express office is here and Mr. Black, their agent, a fine fellow. Was surprised at seeing so large a town, where only a few weeks ago not a house was seen, and not a wagon had ever made its track. Now the crooked street upon both sides is walled up with log Palaces and at least 8,000 inhabitants claim this as their Mountain Home

*O. J. Hollister in his THE MINES OF COLORADO gave Sacramento City as Sacramento Flats.

until fortune favors them and their Purses become fat with the "filthy Lucre," the "Root of all evil." Such is the rush for these mines, when a Gulch is discovered.

California Gulch was discovered in May [April] and considerable gold is taken out. Some of the claims are paying well. Sacramento City is now consolidated with another town site below and goes under the name of "Oro City" (The Spanish interpretation for gold). The streets appear as though every one built his cabin in its own place without regard to survey and as a consequence they are very crooked. The mining portion of the Gulch is about six miles long and nearly every claim is being worked and at the store the sound of gravel and shovel as they "wash out" with their "Toms" is heard. Have heard and read much about the rapid growth and populations of these "fast cities" but to appreciate them one must see for themselves. From the appearance should think that gamblers ruled the place, from the numerous "Hells" which they have erected. And from the general inhabitants of young "Oro" should judge they would hardly rank among the first society.

Many years later, Wolfe Londoner, a pioneer merchant of Oro City, recalled:

California Gulch in 1860 and 1861 had a population of something over ten thousand and was The Camp of Colorado. It was strung along the gulch, which was something over five miles long; that is, the mining part of it. There were a great many tents in the road and on the side of the ridge, and the wagons were backed up, the people living right in the wagons. Some of them were used as hotels; they had their grub under the wagons, piled their dishes there, and the man of the house and his wife would sleep in the wagons nights. They would get some rough boards and make tables where the boarders took their meals. The gamblers would have tables strung along the wayside to take the cheerful but unwary miner. The game that took the most was commonly known in those days as "Three Card Monte."

Despite the references made by both Anthony and Londoner to hard characters and to gamblers, not all of the inhabitants of these early "Cities" were of the rough element. There were always among them religious men and women. Three men of God—the Reverend Joseph P. Machebeuf, Catholic priest, and the Reverends John L. Dyer and William Howbert, Methodist ministers, all in-

cluded Oro City in their circuits. Father Machebeuf was the first to hold a religious service in California Gulch. This service was held in the early summer of 1860 in Tom Starr's blacksmith shop with Father Machebeuf's altar an anvil, his pulpit surrounded by all the tools of the smithy's trade, and his congregation a "mixed family" of Baptists, Catholics, Methodists, and Presbyterians.

Oro City resounded to the busy sounds of the miners working over their sluice boxes, long-toms and Georgia rockers during the days, and to the raucous sounds of high-living during the nights of the summers of 1860 and 1861; then, each succeeding summer fewer and fewer miners returned after spending their winters in lower climates. As a result the sounds about Oro City grew less and less noisy until there was but a mere rustle far up the gulch where a few remaining men sought the lodes from whence had come the golden riches of the placer diggings. Here in Upper California Gulch, during 1868, the Printer Boy lode was opened and soon gave promise of paying well; and, here also, two and a half miles farther up California Gulch from the first Oro City, the miners and merchants built a new ORO CITY.

The Printer Boy's golden yield fell far short of expectations and before two years were out this second Oro City was practically abandoned. R. G. Dill, writing in *THE HISTORY OF THE ARKANSAS VALLEY*, observed that during the years following 1870 Oro City had not a single law suit, not a death (except among infants), not a single act of violence, and for several years not even a whiskey shop. He further wrote:

The country presented a most desolate appearance. From the little straggling hamlet of Oro, a row of deserted houses and dismantled hamlets stretched down the gulch as far as Malta (near the mouth of California Gulch) then known by the suggestive name of "Swill-town." The gulch itself, torn into shallow chasms by the hands of the early miners, with boulders lying in unsightly heaps, looked like anything but the place of deposit for mineral wealth of any character. . . .

Nevertheless, from 1874 on, Oro City became the headquarters of William H. Stevens and Alvinus B. Wood, who through their careful study of the mineralization of the area were quietly setting the scene for Colorado's great silver boom of the late '70s and early '80s. As soon as development work in the Stevens and Wood

properties indicated the high silver content of the carbonate ores, Oro City sprang to life again, and was entered in the 1878 directory as,

Mining camp in Lake County, in California Gulch. Fairplay and Arkansas Stage Co.'s; Kavanuagh & Co.'s coaches, tri-weekly. Population, 200. Henry T. Neeland, P. M. Catholic and Methodist Churches. Oro Lodge, No. 16, I. O. O. F. Assayer: Maurice Hayes. Store: Maxey Tabor [his father H. A. W. Tabor had moved down to Leadville]. Variety Store: Mrs. B. F. Carter. Liquors: M. J. McDermit, Mitchell & Co. Blacksmith: James Joyce. Physician: Dr. Stuart. Hotels and Boarding Houses: Oro Hotel, J. Pearse; Brown's Hotel, Lee Brown. Oro Billiard Hall, Mitchell & Lee. Blacksmith's: McLain & Appleby. . . .

But Oro was never to become the "City" its founders had hoped, because a short distance down the gulch, approximately on the site of the first Oro City, another camp officially named Leadville, but soon nicknamed the Cloud City, roared into Colorado's history. Yet, Oro City, located as it was in Upper California Gulch, and surrounded by producing mines, quickly became a lively camp in its own right. Although after 1882, Oro City's population never went above 100, the camp did remain fairly busy until the collapse of silver in 1893;* then, in the later 1890's the camp became especially active again as a result of the gold excitement throughout the Leadville Mining District, which had been set off by the development of John Champion's Little Jonny Mine.

There was an Oro City well into the 20th century, but the town's inhabitants gradually moved away, most of them to make their homes in Leadville, until there was no one left in the "City" of California Gulch. The last remnant of Oro City's active days, the old and rusting mining machinery, was hauled away during the scrap iron drives of World War II.



Six more gold "Cities," three silver "Cities," one milling "City," and one hot springs "City" made their flourishing debuts during '59 or '60. In the "vast forests of pine and spruce" along the

*The postoffice was discontinued in September of 1895, with no record of ever having been re-established.

mountain tributaries to the Blue River, three "Cities"—Park, Lincoln and Delaware—were founded soon after Breckenridge was laid out during the winter of 1859-60.

PARK CITY, located near the joining of Georgia Gulch and the Swan River, is said to have had a busy mining population of 7,000 individuals in the early '60s and was, at that time, hailed as *The Camp of Summit County*.^{*} After those few busy exciting years, Park City quieted down; and when the Swan placers failed to respond to long-toms, Georgia rockers and sluices, the miners spurned Park City until an enterprising group used hydraulics to chisel out the golden gravels. The burying of Park City resulted from this project, as shown in the following quote from the DENVER TRIBUNE of January 8, 1882:^{**}

The tailings from these mines have almost completely covered the buildings of this early city, and naught but the cones of a few roofs are to be seen. In future years some nomadic adventurer may conclude he has discovered a town engulfed by an earthquake. . . .

As far as is known Park City of Summit County is the only one of Colorado's "Cities" to have made such an exit from history.

LINCOLN CITY, first known as PAIGE CITY, and situated near gold-veined Farncomb Hill at the head of French Gulch, was the home "City" of the Reverend John L. Dyer in 1862-63. Father Dyer was placed in charge of the Blue River Methodist Mission in late March of '62; and of this, his first missionary assignment in the mountainous country, he wrote:

I reached Georgia Gulch on the second day of April, and was received kindly. There were about one hundred and fifty people in the Gulch, and I found some few that had been members of some Church. I gave out preaching for the next Sunday at ten and a-half o'clock, and at French Gulch in the afternoon. The hall was well-filled in the morning, and there were about forty hearers in the

^{*}This particular Park City was also known as Parkville and was the original county seat. In Colorado's history there have been at least four other Park Cities: one in Park County, one in Jackson County, one in Jefferson County, and one in Lake County.

^{**}The story of the burying of Park City was originally printed in the SUMMIT COUNTY TIMES.

afternoon. There was a friendly Jew at Georgia Gulch, who proposed to raise the preacher something, and took a paper and collected \$22.50 in dust; for that was all the currency then. This amount was quite a help, as there were only ten cents in my purse when I got there. There was an appropriation of one hundred and twenty-five dollars from the conference. We had at first five preaching places for two weeks, and afterwards more.

I saw that what I was likely to get in the new wild country would not board me, as common board was seven dollars a week, and a man had to find his own bed, and do his own washing. I had a chance to buy a cabin in French Gulch or what was then called Lincoln City, and I set up in a humble way keeping bachelor's hall. My bedstead was made of pine poles, even to the springs. The bed was hay, with blankets for covering. I slept well, and rested as well as though I had been in a fine parlor-chamber. My furniture was primitive and limited — a table, and a couple of boards against the side of the wall for a cupboard, six tin plates, half a set of knives and forks, with a few other indispensables; a coffee-pot, a tin cup, and a pot for boiling vegetables — when I had them — and a frying pan. As to a library, mine had not crossed the plains; but we had a few books to read — the Bible, hymn-book, the Methodist Discipline, with two weekly *ADVOCATES* and the *ROCKY MOUNTAIN NEWS*. I tried to keep up with the times.

The compass of my circuit was not large. The farthest appointment was six miles; and I preached about seven times in two weeks. I formed one class, and then discovered that there was little profit in it, as the people stopped so short a time in one place. I concluded to get everybody out, and then preach the truth burning hot, whether my hearers were in the house or around the camp-fire, or, at other times, under the shade of a pine-tree. We generally had good congregations. The way we got them out was to go along the gulches and tell the people in their cabins and saloons where the preaching would be at night, and then, just before the time, to step to the door where they were at cards, and say: "My friends, can't you close your game in ten minutes, and come and hear preaching?" I tried to adapt myself to the situation, neither showing that I felt above anyone, nor ever compromising with sin and transgressions, and being ready always to speak for the Lord Jesus Christ.

We cooked by a fire-place, generally baking our bread in a frying-pan set up before the fire. I must not forget

to say that we had stools and benches in place of chairs. There was one chair left in my house, made by some one out of crooked pine-limbs, with the seat of ropes. It was so comical that if I had it now, I would certainly place it in an exposition. It was easy enough for an editor.

I tried to make my cabin useful. It was about eighteen feet square, and, taken every way, the best place to hold our meetings. The floor was hard ground. I got gunny-sacks and made a carpet, and covered the table with two copies of the NORTHWESTERN CHRISTIAN ADVOCATE. And thus I preached to the people in my own house, not in a hired house, as the Apostle Paul did.

The first county officers had been elected the fall previous, and the assessor refused to act, and it was intimated that he was afraid that the miners would not stand it to be assessed; so he, with others, insisted that I should take the office as deputy. I told them the office I held was all I could attend to, and that I did not wish to take the responsibility. But they were set on my doing the work, and I concluded to try. Only one man resisted me, and I made him believe that he was the best man I could get to help me, if there was any resistance. He asked me to dinner, and ever after was one of my warmest friends. When I was through, I charged them fifty dollars, and got it after two years; and it came in good time, as I was then in a close place.

My appointments were Park City (Georgia Gulch), American Gulch, Galena Gulch, Delaware Flats [or City], Gold Run, Lincoln City, Mayo Gulch, and Breckenridge. It was a two weeks' circuit. I preached once at least in Gibson Gulch, and I must say that we had, without exception, good behavior and good attention. Although we all looked rough, the miners treated me and the cause of Christ with respect. Often after preaching I was greeted warmly, and some of them would say the service reminded them of home. They were generally liberal, although it was not the custom always to pass the hat, and sometimes the preacher, when his pants began to wear out, would think the boys rather long between collections. It was common to give a dollar all around; and to this day I would as soon ask miners for help, with assurance of receiving, as any class of men I have ever found. They were always ready to divide, although at times they would take exception to a man that wore a plug hat or noticeably fine clothes.

I made me a pair of snow-shoes, and, of course, was not an expert. Sometimes I would fall; and, on one

occasion, as I was going down the mountain to Gold Run, my shoes got crossed in front as I was going very fast. A little pine-tree was right in my course, and I could not turn, and dare not encounter the tree with the shoes crossed; and so threw myself into the snow, and went in out of sight.

This was my regular round on the circuit. We had a new field, one that gave a good chance to read human nature, in the fastnesses of the Rocky Mountains, where moral and religious restraints were absent. The most of the men would go to the bar and drink, and play at cards, and the Sabbath was a high day for wickedness. Balls were the common amusement, especially in winter. The women were as fond of this as the men. Although far in the minority, they were accosted like this: "Now, Miss, or Mistress, you must surely come, as we can't have a set or cotillion without you." Often the father was left with the children at home; at other times both went and took the children; and then the other old bachelors would hold the baby so that the mother could dance every set.

Father Dyer moved on to the South Park Mission in the spring of 1864; and, in addition to the camps of Buckskin Joe, Mosquito, Fairplay and Tarryall, Oro City, west of the Mosquito Range, was included in his circuit since "that place was not supplied."

Although there was a good deal of placer mining in French Gulch from 1865 on, no further written reference appears to have been made to Lincoln City until 1869 when R. W. Raymond, making his annual statistical report, recorded that a gold nugget weighing nine and one-half ounces was taken from the ground near Lincoln City. Also in that year argentiferous lead ore was found in the nearby Old Reliable vein. However, Frank Hall later pointed out that no permanent work was done toward the development of either the gold or silver lodes until the late 1870s and early '80s, at which time George Crofutt described Lincoln City as having a population of 150 miners and families, one store, two hotels, three furnaces, one stamp mill, one steam saw mill, and several hydraulic mining companies. Lincoln City's population had dropped to 25 persons by 1893, and two years later the Colorado directory made no listing of the camp. Since French Gulch has been the scene of dredging operations from time to time during the 20th century there is no doubt but the old cabins, which were once Lincoln and Paige "Cities," have had a succession of occupants.

DELAWARE CITY, situated on the Swan River a short distance above the junction of that stream with the Blue River, was a busy enough camp for the government to authorize a postoffice in November of 1861, with George W. Anders as postmaster. The Delaware City postoffice was discontinued in July of 1863 but re-established in September of that same year, William T. Reynolds then taking over the position of postmaster. This mining settlement continued in existence, but in 1875 the name was changed from Delaware City to Preston, and in 1884 it took the name of Braddock with David R. Braddock, donor of the town-site land, as postmaster. Finally the postoffice was discontinued for good in December of 1890 and all mail was directed through the Breckenridge office.

Apparently Delaware City had its ample years during the late '60s and early '70s. It is listed in the COLORADO HAND-BOOKS from 1871 through 1874 as a mining camp in Summit County, but it, along with its successors Preston and Braddock, is all but forgotten today.

Of the above group of Summit County gold camps, only Breckenridge, county seat with a population of 296 by the 1950 census, has survived.



Two silver "Cities" of the early 1860s were Argentine City, high on the Continental Divide, and Silver City near the head of Fall River. The exact date at which ARGENTINE CITY was perched on the rugged ridge extending from Gray's Peak is not known. Better than a thousand miners are said to have been attracted to the Argentine Mining District by the "fabulous richness" of the silver being found there during the middle '60s. However, because of the enormous transportation costs in getting the ores down off the Divide and to a mill, to the competitive silver camps which were established later in the '60s and in the '70s, and to the fall in the price of silver, Argentine City wasted away, its last vestiges being swept from the ridge by snowslides sometime before the end of the 19th century.*

SILVER CITY, camp of tents and brush huts, sprang up in the Upper Fall River section soon after silver had been discovered

*The name Argentine also was given to the postoffice of Decatur (another camp on Argentine Pass, in 1902).

there in the summer of 1860. Here again, at least a thousand would-be miners, most of them knowing little or nothing about the mining of silver, are reported to have rushed into the area to busy themselves in picking and shoveling the earth about, and whenever there was an indication of silver, real or imaginary, to blaze nearby trees, thus marking a claim to discovery. Silver City's days were numbered because even though some good silver finds were made, all potential profits were bound to be used up by expensive transportation and milling costs; so Silver City, which according to legend had flashed into being "almost overnight," vanished as quickly, leaving only the blazed trees to hint of its former whereabouts.

A few years later with the further development of the Argentine Mining District, as well as the silver lodes on Griffin, Democrat, Republican, Brown and Sherman mountains, and with the rapid rise of Montezuma in Summit County and Georgetown in Clear Creek County, much was learned about mining and refining of silver for a profit.



Other "Cities" of Clear Creek County were Sacramento City and/or Idaho City, Mill City, and Empire City.

Idaho, first known as Jackson's Diggings, then as SACRAMENTO CITY and IDAHO CITY, and later as Idaho Springs, was the up-shot of George A. Jackson's discovery of placer gold at the mouth of Chicago Creek one cold January morning in '59. No work was done on these diggings until May when Jackson, in company with a group of men known as the Chicago Mining Company, returned to the discovery spot to wash out, so it was rumored, 1,900 dollars worth of gold in one week. Jackson's original discovery had been kept secret for several months, but the news of the Chicago Mining Company's activities spread quickly, bringing many more prospectors into the district. Soon there was enough of a settlement to take on a name. Mindful of the golden yields in California a decade earlier, Sacramento City was tried out for appropriateness. Then someone, presumably hoping that the territory soon to be created would be called Idaho Territory and further thinking that the Indian word "Idaho" meant "Gem

of the Mountains,"* suggested that Idaho be combined with "City" for the name of the new camp. Everyone liked the Indian name; but after the Territory of Colorado was established, the "City" was dropped and forgotten.

O. J. Hollister, writing in the mid-'60s, described Idaho as located

. . . on Payne's Bar, at the mouth of Virginia Canyon, seven miles above the junction of North and South Clear Creeks. Good wagon roads radiate from Idaho to Denver, thirty-five miles east, to Central City, six miles north, and to Empire and Georgetown, twelve miles west. It is nearly 8000 feet above the sea, and is noted not only for its mines but for its hot soda springs, which have been improved until they are a most delightful place of resort. The waters, internally or externally, or both, have valuable medicinal properties, especially in rheumatic and cutaneous ailments. There is a large, pleasant hotel, owned and kept by F. W. Bebee in the best style. Payne's Bar is expansive and smooth, and the hills opposite on the south are toned down by the channels, near together, of Soda and Chicago Creeks, the latter the first place where gold was discovered in the county, and its surroundings scarred by the operations of the early miners. These hills are covered with the finest turf and in the right season are one bed of flowers. They are topped out by mountains rising to a height of 11,000 to 12,000 feet, locally named "Old Chief," "Old Squaw," and "Papoose." It is about two or three miles below Idaho where the mines begin, extending thence on the main stream to Empire, thirteen miles above, and on the left fork to its extreme sources, twenty-five miles.

Those were the years when mining was the prime factor of the region, but, as the hot springs became better known, the suffix "Springs" was added to the name of the town. By 1879, with the days of Sacramento City and Idaho City twenty years in the past, Idaho Springs had an approximate population of 1,000 residents, and though it was still in the center of mining operations, both lode and placer, the town was better known as a health resort. Fossett wrote:

*The word "Idaho" more likely came from either the Shoshone word "Ee-d-how," a greeting similar to our "Good Morning," or from the Kiowa-Apache "Idahi," their name for the Comanches.

IDAHO SPRINGS — This is one of the most beautiful places in the country, and the only mountain town that has yet become a famous health and pleasure resort. This is mainly due to its hot soda springs and delightful surroundings. There are large and commodious hotels, extensive bath-houses, and fine livery turnouts here, and every summer sees a large influx of visitors from the East. . . . The mineral springs of Idaho are highly beneficial to invalids. There are fine drives up and down the nearly level valley of South Clear Creek. Livery charges are from \$2.50 to \$3 per day for saddle-horses, and \$10 for double team with carriage. The larger hotels charge \$4 per day, with lower figures for permanent rates. Accommodations first-class. Good hunting and fishing in all directions. . . .

When the town was incorporated in November of '85, the name of Idaho Springs was made official. Enjoying a large amount of mining activity as well as being "a veritable mountain elysium," Idaho Springs had its greatest population count just before the turn of the century, the 1899 COLORADO STATE BUSINESS DIRECTORY recording it at 4,000. Idaho Springs has continued as a health resort, a tourist center, and a mining community, and by the 1950 census had a population of 1,769.



MILL CITY, founded at the junction of Mill and Clear creeks in 1859 and built into a "City" of cabins during '60, soon became a hustling camp situated as it was in the midst of several crushing mills, which treated the ores from a number of lodes giving an "external appearance of great value" farther up Mill Creek. These lodes did not live up to their appearance and by the late '60s Mill City had all but disappeared; later in 1880, John Dumont, described by Hall as having been "one of the most persevering, and at times successful managers, taking deserted sections and attempting their regeneration through well ordered exploration and management," undertook the reviving of mining operations in the district. At that time the name of Mill City was changed to Dumont, and for a time mining, based on the hope that the richer resources were yet to be developed, gave Dumont a boost, but the town never attained any great prosperity.

Empire was a thriving camp from 1860 to 1865 because of the ease with which the close-by surface gold deposits could be sluiced, and during these years the settlement was frequently dubbed a "City." This camp, originally known as VALLEY CITY, soon was recognized as Empire or EMPIRE CITY depending on the choice of the writer or speaker. O. J. Hollister, who wrote, "Of all the towns brought into existence by the fame of Cherry Creek sands, Empire bears away the palm for a pretty location," favored the *un-kited* styling; but the correspondents of the ROCKY MOUNTAIN NEWS preferred Empire City; and the inhabitants of the town appear not to have been too concerned with which of the two forms was used just as long as the sobriquet of their home state of New York was given proper recognition. As time passed, the shorter, simpler form became the accepted title.

Empire City's history goes back to the spring of 1860 when a group of prospectors from Spanish Bar, a placer camp one mile west of Idaho, came into this mountain valley and organized the Union Mining District. Among these prospectors were Joseph Musser and George Merrill, who are said to have built the first cabin in the section. Perhaps the camp which grew up around this cabin was what was known as Valley City; then, in August of the same year, two other prospectors, Edgar Freeman and H. C. Cowles, came into the valley from Central City. Freeman and Cowles were the ones to make the discovery of wire gold which led to the laying out of Empire during the ensuing year. In time there came into being, due to a steadily increasing population and the building of more cabins, houses and stores, two towns known as Upper and Lower Empire. The full title of Empire City continued to be used fairly commonly when reference was made to the settlement as one unit. George Crofutt wrote in 1880:

EMPIRE CITY — Clear Creek County, is situated about one mile west from Empire Station, population, 200. The Peck House is the principal hotel. Three stores, two mills, good private residences, and some hydraulic and gulch mining, comprise the town. The ores are gold, and the principal lode mines producing are: Tenth Legion, and Empire City.

Three years later, Ernest Ingersoll published his book *KNOCKING AROUND THE ROCKIES*, and in his discussion of mining towns which had once been "the abode of hundreds of eager people and the

scene of thriving business," but which became villages with empty houses, high-sounding titles and reminiscences, he cited Empire as an example of such a community, writing,

Such a relic was the town of Empire, lying on our road to Berthoud Pass. Now it has become a railway station, and is somewhat revived, but then it was the merest ghost of a town. There were houses and stores enough — barns, and fences, and gardens; Clear Creek expanded into a pond above the strong dam that supplied ruined mills yet standing on its banks, but the people had departed. Yet its decline had been less rapid than its rise, if one might judge from the look of hasty construction about all the buildings, mainly unpainted structures of loose boards or simple log cabins. With the high hope of a sudden great city which animates the breasts of all Western men "where two or three are gathered together," the town seems to have been elaborately laid out, and the broad streets run at equal intervals, and intersect hills beyond which snow-capped peaks made a horizon. Ten years before, fifteen hundred people, attracted by the mines which were discovered in the vicinity, built the town with almost magic haste, and its streets were busy with congregated men and women. The valley was a pleasant one, the mines proved productive, the trades and industries to supply the demands of this population were just established when suddenly new mines were opened at Georgetown, Buckskin Joe, Idaho Springs, and elsewhere, and almost in a day the miners had gone. Robbed of their customers, the shops were quickly closed; the blacksmiths, coopers, and carpenters locked up their tools, to begin again their nomadic life; and the school-house (newly-built) did not even see the benches that were to be whittled by jack-knives of pupils who never came. The apothecary-shop was the last to succumb, but even that went long ago, for this is a healthy country; and now the tavern, which was also the post-office, was the only public place. Half a dozen families comprised the entire population, and these all lived in the best houses, as though they had taken their pick of the abandoned tenements. Cavernous mansions were so common that they had lost, with the absence of isolation and novelty, the fearfulness which hangs about empty houses, and the few children played in them with unaffected glee.

Frank Hall, writing in 1891 and also using the *un-kited* name, described Empire as "a beautiful, grass covered, delightfully shaded and abundantly watered hamlet," which had been abandoned and "practically unproductive" until John Dumont came to the camp's aid as he had done with Mill City. Again, Empire's mining resurrection was but temporary and by 1920 only 105 persons were living there. In recent years, Empire with its special summer season feature, the colorful Avenue of Flags, has developed into a popular resort community of approximately 250 year-in, year-out residents.



CARIBOU CITY of Boulder County came into Colorado history as another of the territorial silver "Cities." After the gold excitement of the early 1860s had died down, "comparative silence prevailed" throughout Boulder County until Samuel Conger discovered the Caribou silver vein in the mountains west and a little south of Boulder City during the spring of 1869. Other high-grade silver bearing ores were uncovered and soon the lively, new camp of the district sought recognition as Caribou City. Platted in 1870, the camp was described in THE ROCKY MOUNTAIN DIRECTORY AND COLORADO GAZETTEER FOR 1871 as follows:

CARIBOU CITY

Is situated in a small park or valley, and on the slopes of Caribou or Conger mountain, two miles from the main range, near Caribou mine, twenty miles from Boulder City, and eighteen miles from Central and Black Hawk. The park and the slope of the mountain, previous to the innovation of civilization and mining enterprises, were covered with mountain grass and forests of pine and spruce. These are rapidly disappearing, and in their stead, shops, houses, and hotels are springing up. Building progressed as rapidly in the fall of 1870 as was possible with the present supply of lumber, and there is now in the town limits at least sixty good, substantial buildings, and a population of nearly 400 persons, which will be doubled during the coming year. This remarkable mining camp, though near the main range, is accessible at all seasons. Its elevation above the sea-level is about 9,000 feet, but the ascent from the valley below is so gradual that good wagon roads are constructed without difficulty, and Caribou is now connected with Boulder

City, Black Hawk, Central and elsewhere, by excellent roads, always in good condition.

A careful examination of the mines, minerals and peculiar advantages and resources of Grand Island district has convinced us that ere long Caribou will be a mining town of considerable importance, and the district one of unusual wealth. The authorities of Caribou are the county officers of Boulder county, and a justice of the peace, Nat. Edwards, Esq., and a constable, elected by the voters of the district. The inhabitants, like those of all mining towns, are orderly, enterprising and unusually intelligent for laboring men. Another peculiarity they have in common with the mountain miners and prospectors, is hospitality. The latch-string of a miner's cabin always hangs out. He is ever ready to share his rough fair with the stranger, and a part of his blanket and the shelter of his cabin roof are never refused. Among the leading men of the town, and one in every way competent and willing to furnish important information to visitors concerning the mining interests of the district, we take pleasure in mentioning Mr. Lee, a member of the Territorial legislature.

The principal merchants: Leo Donnelly, Caribou street, dealer in groceries and provisions, who commenced business in August, 1870, first in a tent, but has now a substantial frame building.

Van & Tilney, groceries and provisions, who commenced business in July, 1870. This store is the pioneer store of the town, and their stock and building are in good condition.

Prescott W. Pierce, meat market; the first and only one in town up to date. This store was the first frame building in Caribou.

Sears & Werley, proprietors of a first-class billiard hall, with three good tables. The building two stories—24x60 feet, the upper rooms for offices.

Maj. E. M. Beard, proprietor of a saloon and boarding-house, Idaho street. Maj. Beard came to Caribou in September, and has erected and completed a good substantial frame building, 20x34 feet, doing most of the work himself.

Caribou, although the "City" was seldom used after the first couple of years, did become "a mining town of considerable importance," some writers recording that the camp gained a population of 3,000 individuals during the boom period of the 1870s

when the Caribou, the Poorman, the No Name, the Sherman, the Boulder County, and the Native Silver mines contributed so much to the mineral wealth of the district. Charles Henderson recorded:

In 1874 Caribou was perhaps the most prosperous mining camp in northern Colorado. The output from the Caribou mine alone in that year was 1,800 tons, which when milled produced \$130,000 in silver bullion, and the ore shipped from the Sherman mine amounted to 220 tons and was said to have been worth \$40,000. . . . In 1875 the Caribou district produced \$450,000.

A fair amount of activity continued during the '80s; but since the prosperity of the Caribou district was based mainly on silver, the camp was severely hurt by the fall in the price of that metal in 1893, and, although mining and milling continued intermittently throughout the district into the 20th century, Caribou never returned to its earlier "City" ambitions or designation.

CARDINAL CITY was of the same period and district as Caribou. It was located about two miles east of the latter and flourished with mining on the Boulder County lode. Very little written evidence of Cardinal City now exists, however an old-time miner of that section told Muriel Sibell Wolle that the original plat showed five main streets, namely Foundit, Fountain, Gold, Quartz, and Silver; that the physical evidence of Cardinal City was "all gone," and that only remnants of the Boulder County Mine marked the location of a later so-called "New Cardinal." He also said in effect that he remembered Cardinal City as the red-light district of the area after the Caribou City authorities had driven all prostitutes from that town. Cardinal City vanished in the 1890s, but the Boulder County Mine continued to produce a complex lead-silver-zinc ore for another quarter of a century.



Four days prior to the arrival in Denver of William Gilpin, Colorado's first territorial governor, GRAND CITY was being planned on the banks of the Grand River near some hot springs. On May 23, 1861, the E. L. Berthoud railroad-survey party set down in writing the following claim:

Be it Known that we the undersigned claim for Town site purposes the following described Property to wit being what is Known as the Grand City town Site beginning at a Red Cedar Stake situated about twelve Rods below the warm Sulphur Springs on the South Side of James or Grand River and from said Stake N 70° E 60 chains to a Stake thence N 20° W 40 chains to the Bank of James or Grand River to a Stake thence S 70° W 80 chains to a stone mountain thence south 20° E 40 chains to a Stake thence N 70° E 20 chains to place of Beginning Said Town Site Embracing 320 acres.

J. W. Hambleton

Thos. Moses Jr.

N. Dennis

J. K. Wright

E. L. Berthoud

Thos. Hoopes

A. J. Edwards

On motion the following named Gentlemen were added:

W. L. Cambell

W. J. Edwards

D. J. Ball

R. J. Bord

J. M. Ferrel

W. G. Bell

Either these planners of Grand City did not know of, or chose to ignore, the fact that a year earlier another group of men had organized the Saratoga West Town Company and had platted a town by that name on the same location near the "Boiling Springs." But no matter, because, except for the foundations of three cabins, Grand City never progressed beyond the planning stage, apparently soon forgotten by its would-be designers. William N. Byers is reported to have purchased the hot springs and townsite with Indian scrip from Ute squaw Susan Boshman three years later; and, for the next few years this settlement that had been planned a "City" consisted of a small cluster of tepees, since the Utes continued to come to the springs, and of a few cabins which Byers, his family and friends stayed in when they came for the baths. In time, the place grew into the small but substantial town of Hot Sulphur Springs, present county seat of Grand County.

Farthest into the mountains—into the foreboding Indian country of the San Juans—went Charles Baker and six other prospectors, all entertaining "extravagant opinions of the richness of the country beyond." This first Baker expedition took place in July of 1860 and resulted in the founding of BAKER CITY in Upper Animas Canyon or Baker's Park and of ANIMAS CITY a short distance below the spot where the Animas River flows out of the mountains. Back in Oro City, where the Baker expedition had originated, S. B. Kellogg (who had arrived in California Gulch with the Horace Tabors), Thomas Pollock and F. R. Rice awaited news from Baker. Finally, reports came that the diggings in Baker Park were yielding twenty-five cents to the pan. That was encouraging enough for Kellogg to go back to the states, get his family, return to Colorado Territory and organize a party to go to the San Juans and join Charles Baker. Just before their departure, J. C. Remington, who had come from Baker's Park, was quoted in the December 13, 1860 Golden City WESTERN MOUNTAINEER as saying:

A town called Baker City was laid out in Baker's Park, a beautiful valley upon the Rio Padre, about in the centre of the mining district. Some 25 or 30 miles south is a fine valley of large extent, suitable for grazing and farming.

The most direct route to these mines is by way of Fort Garland, thence to Abiquiu, and thence across the Sierra Madre. There is a practicable route for a wagon road, and the distance from here to the Rio Padre mines is about 450 miles.

Capt. Baker's party saw a good many Utes, but very few Navajoes; these tribes are at war with each other, but made no hostile demonstration against the whites.

Of the difficulties encountered by the Kellogg group, Frank Hall, basing his account on the 1876 notes of William N. Byers, later wrote:

On the 14th of December, 1860, they left Denver . . . , their party ranging at different times on the journey all the way from one hundred to three hundred persons. Among them were S. B. Kellogg, Henry Allen, Thomas Pollock, F. R. Rice, F. A. Nye, Mr. Heywood, Mr. Cunningham, and their families; Andrew Peedee, B. H. Eaton, C. L. Hall, Mr. Arnold, Abner French, William

Williams, and many others whose names cannot be recalled. They traveled south by way of Colorado City and Pueblo, crossing the Sangre de Cristo Mountains through Sangre de Cristo Pass. Here they suffered greatly from inclement weather and the difficulties of travel. Roads had to be built, and there was no feed for their stock except that obtained by cutting down trees for them to browse upon. They were fourteen days crossing the mountains. After getting down into San Luis Park, they were overtaken by a terrific storm of wind and snow that scattered their stock and caused intense suffering to many of the people. Wagon boxes and other property were burned for fuel. On the 4th of March they passed Conejos and traveled thence via Abiqui, Chama River and Pagosa Springs. April 1st they reached Cascade Creek, a branch of the Animas River about twenty-five miles south of where Silverton was subsequently located, where they went into camp. Kellogg and several others went in search of Baker and found him and his party in Baker's Park, now Silverton. They were living in brush shanties where they had wintered. Their diggings were nine miles up the river, at the point later known as Eureka. They had cut out lumber with whip-saws and made some sluices, but had collected very little gold. A thorough trial for weeks after proved that the diggings would not pay for working, the best returns never exceeding fifty cents per day to the man.

Despite the fact that no one was able to pan out any rich ore, exaggerated rumors spread, and as more gold-seekers came into Baker's Park, disappointment mounted. Someone had to be blamed, so Baker, the one who had started it all, was made the scapegoat. The NEW YORK TIMES of October 25, 1873 later reviewed the climax of the affair as follows:

. . . The placer excitement in the Winter of 1860 sent a swarm of prospectors into Baker Park. They rushed in, built a town, brought on stocks of goods, and laid out great plans. But there was shortly a stampede, and men came out worse "broke" than the Pike's Peakers of '59. The leader of the party barely escaped hanging at the hands of the disappointed rabble. He plead his own cause, however before the miners' court, and contended that he had not overrated the mineral wealth of the country. He insisted that on the very spot where they sat they could "pan out" gold better than he ever represented. Immediately a miner's pan was called for, and the ex-

periment resulted in fifty cents worth of the golden dust. It saved Baker's life. But confidence in the capacity of the region did not return, . . .

The Kellogg party soon moved down the Animas River to the place where the canyon opened out and the land became fertile. There a town was laid out and named Animas City. Continued unhappiness with the small returns from the placers, fear of Indians, and increasing hunger because of diminishing food allotments led to the partial abandonment of Animas City by mid-summer and complete abandonment by September.

Baker and a few others, sure that the wealth they sought was there, stayed on in Baker City, but even they knew that determination alone would not see them through another winter in the fierce San Juans and so the region "was left to its primeval solitude." On reaching Fort Garland, Baker heard of the Civil War for the first time, and he hurried back to his native state of Virginia to join the Confederate army.*

During the silver excitement a number of years later, Baker Park, with Silverton and Howardsville replacing Baker City, became a busy mining district, another camp known as Cascade City grew up at the junction of the Animas River and Cascade Creek, and Animas City came back to remain on the banks of the Animas River until a few years ago when it was absorbed by Durango.

*Baker returned after the war and continued prospecting in the San Juan country, but was ultimately killed by Indians near the mouth of the Little Colorado River.

Chapter IV



Bayard Taylor Comments on Territorial "Cities"

Bayard Taylor, world traveler, lecturer, critical yet appreciative recorder of Colorado's people and natural beauty, toured the Territory in the summer of 1866. Traveler Taylor arrived in Denver on June 17th and was favorably impressed by the town which six years earlier had dropped the "City" from its official name. His appraisal of Denver follows in part:

Although business of all kinds is extraordinarily dull at present, and the people are therefore as much dispirited as Colorado nature will admit, Denver seems to me to have a very brisk and lively air. A number of substantial buildings are going up, there is constant movement in the streets, the hotels are crowded, and the people one meets are brimful of cheery energy. The stores and warehouses are thoroughly stocked, and prices are lower than one would expect, considering the tedious and expensive land transportation. At the Pacific Hotel you pay four dollars per day,—no more than in New York, and have an

equally good table. There may not be such an excessive bill of fare, but I could distinguish no differences in the cooking. Vegetables in the market are plenty and cheap, and appear to be remarkably fine quality.

I should estimate the population of Denver at about six thousand. Probably no town in the country ever grew up under such discouraging circumstances, or has made more solid progress in the same length of time. It was once swept away by the inundation of Cherry Creek; once or twice burned; threatened with Secession; cut off from intercourse with the East by Indian outbreaks; deprived of a great portion of its anticipated trade by our war; made to pay outrageously for its materials and supplies—and all this within seven years!

I was interested in noticing how attached the inhabitants are to the place. Nearly every one who had recently been East seemed rejoiced to return. Even ladies forget the greater luxuries and refinements of the Atlantic coast, when they see the Rocky Mountains once more. The people look upon this glorious Alpine view as one of the properties of the town. Every street opens (in one direction, at least) upon it; and the evening drives along the Platte or over the flowering ridges, become as beautiful as any in the world, when the long line of snowy peaks flash down a brighter gold than ever was unpacked from their veins.

There are no manufactories as yet, except a brick-yard and two flour-mills—the latter driven by water-power. A good gray building stone is found about four miles off. The timber is all brought from the mountains, which, I fear, are in a fair way to become disforested. Coal, however, is coming into general use as fuel, several mines having already been opened in the neighborhood. It resembles the brown coal of Germany, burns freely, and is said to produce a great amount of gas. . . .

I find myself constantly returning to the point which my eyes seek, with unwearied interest, whenever I lift them from the paper. Ever since my arrival I have been studying the mountains. Their beauty and grandeur grow upon me with every hour of my stay. None of the illustrations accompanying the reports of exploration, and other Government documents, give any distinct idea of their variety and harmony of forms. Nowhere distorted or grotesque in outline, never monotonous, lovely in color and atmospheric effect, I may recall some mountain chains which equal, but none which surpass them.

Tourist Taylor spent several days in Denver seeing the city and visiting the surrounding farming area. Finding the Coloradoans had adapted themselves remarkably well to agriculture, he wrote:

. . . I saw six hundred acres of grain in one body. The entire number of acres planted in the Territory this year is estimated at seventy thousand—which will supply the wants of the entire population. . . . This is really an astonishing fact. In a Territory only seven years old, six hundred miles from other settlement, which attracts principally a mining and speculating population, and was supposed to have the most limited capacity for agriculture, the people are already independent, self-sustaining, in regard to food!

The first of Colorado Territory's so-designated "Cities" encountered by Mr. Taylor was Golden City. Here his reaction was somewhat less favorable than to Denver; he commented:

GOLDEN CITY enjoys the distinction of being capital of Colorado Territory. That is, the Legislature regularly meets there, but adjourns to Denver before transacting any other business. The population is not more than three or four hundred, and the place has a quiet and rather forlorn appearance at present. It possesses, nevertheless, several substantial stores, a school-house, two flour-mills (Clear Creek furnishing excellent waterpower), and a manufactory of fire-brick. From this time forward it will rise in importance.

There will, in time, be a railroad from the mining regions on the upper waters of Clear Creek to Golden City; and many of the companies will then find it to their advantage to establish their smelting works at the latter place. Let no one be deceived by present indications. The quiet of Golden City will not endure much longer; and the day may not be far off when the smokes from its tall chimneys, rising up behind Table Mountain, will be seen at Denver. I only wish that the vulgar, snobbish custom of attaching "City" to every place of more than three houses, could be stopped. From Illinois to California it has become a general nuisance, telling only of swagger and want of taste, not growth. Why not call it "Goldenport" (as it will become a sort of harbor to which the ores will be shipped), or any other simple name? . . . in Colorado, if one talks much about the mining towns, he must add one seventh of his speech repeating the useless word "City."

Bayard Taylor's next stopping place was Central City. Because the Clear Creek Canyon road had been flooded out earlier in 1866, the stages for the Gregory Mining District were taking the older road through Gate City, which by that date consisted of but "four or five log-houses." Between Gate City and Black Hawk there were no more "Cities" to interfere with Traveler Taylor's contemplation of the scenery. He noted the freshness and greenness of the valley land, "the splendors of the snowy range," the "wonderfully cool, pure, and transparent" air; and, then,

. . . Two miles of rapid descent, and we suddenly emerged upon the cañon of North Clear Creek. Here commenced at once, the indications of mining. The precipitous sides of the cañon were freckled with the holes and dirt-piles of experimental shafts; the swift waters of the stream had the hue of "tailings;" and presently the smoke from the smelting works of the Lyons Company began to cloud the pure mountain air.

Beyond this point, which is already thickly studded with houses, and is called Lyonsville, a sudden turn in the road discloses a view of Black Hawk, with its charming church perched above the town, on the extremity of the headland which separates Gregory Gulch from that of Clear Creek. We at once entered a busy, noisy, thickly populated region. The puff of steam, the dull thump of the stamp-mills, and all the other sounds of machinery at work, filled the air; the road became a continuous street, with its hotels, stores, livery stables, and crowded dwelling-houses.

Black Hawk commences a little below the intersection, and thrusts an arm up either gorge, like the letter Y, except that the left-hand arm has outgrown the other, and now forms a continuous line of building and business, up Gregory Gulch to Mountain City, which is a connecting link between Black Hawk and Central City. The latter place continues the line of compact settlement up the bottom of the gulch for a mile further, and almost forms a connection with Nevada City, which occupies the highest position, near the summit. . . .

Commencing at Black Hawk,—where the sole pleasant object is the Presbyterian Church, white, tasteful, and charmingly placed on the last step of Bates Hill, above the chimneys and mills in the uniting ravines,—we mount Gregory Gulch by a rough, winding, dusty road, lined with crowded wooden buildings: hotels, with pompous names and limited accommodations; drinking sa-

loons,—“lager beer” being a frequent sign; bakeries, log and frame dwelling houses, idle mills, piles of rusty and useless machinery tumbled by the wayside, and now and then a cottage in the calico style, with all sorts of brackets and carved drop-cornices. In the centre of the gulch rushes a stream of muddy water, sometimes dammed up to broaden the bed and obtain a little more foothold for houses. Beyond the large mill built by ex-General Fitz-John Porter for an unfortunate New York company, who paid a large sum to repeat the experience of the National Government, Black Hawk terminates; but the houses, mills, drinking saloons, and shops continue just the same, and in another half-mile you find yourself in Central City.

This place consists mainly of one street, on the right-hand side of the gulch; the houses on your left, as you ascend, resting on high posts or scaffolding, over the deep bed of the stream. Half-way up there is a single cross-street some three hundred feet in length, where the principal stores are jammed together in an incredibly small space. With one exception, the buildings are frame, dry as tinder at this season; and a fire, starting at the top of the town, with a wind blowing down the ravine, would wipe out the place in half an hour. The whole string of four *cities* has a curious, rickety, temporary air, with their buildings standing as if on one leg, their big signs and little accommodations, the irregular, wandering, uneven street, and the bald, scarred, and pitted mountains on either side. Everything is odd, grotesque, unusual; but no feature can be called attractive.

. . . Every man you meet has his pockets full of “specimens.” When you are introduced to a stranger he produces a piece of “blossom rock,” a “sulphurite,” or a “chloride.” The landlord owns 25,000 feet—“The richest lode in the country—assays \$1,300 to the cord, sir!” The clerk is the happy possessor of 10,000 feet; the porter (where there is any) has at least 5,000; while the chambermaid boasts of her own “Susanna Lode” or “Bridget Lode.” The baker has specimens beside his bread; the dispenser of lager beer looks important and mysterious; the druggist is apt to give you “chlorides” instead of aperients; and the lawyer, who takes his fees in “feet” (money being scarce), dreams of realizing millions after the Pacific Railroad reaches Denver.

I have disgusted several individuals by refusing to buy, but the jargon has already infected my speech, and, after hearing a man at the table ask,—“Is there a pay-

streak in the bacon?" I found myself on the point of asking the waiter to put a little more sulphuret in my coffee. The same waiter afterward said to me: "Pie's played out, sir!" If I had then requested him to "corral the tailings," he would have brought me the fragments from the other plates.

My friends in Central City will not take offense when I say that I left—not them, but the place—with a cheerful sense of relief. I had been for four days jammed down among the torn and barren hills, and yearned mightily for a freer outlook and more attractive scenery. . . .

From Central City, Bayard Taylor took the stage to Idaho Springs. Descending into South Clear Creek Valley, the traveler expressed his feelings in exclaiming,

. . . "Ah, this begins to be Alpine!" . . . Here, at last, there was a little breath and space,—a floor from an eighth to a quarter of a mile in width, bordered by mountains, which towered up, up, behind their huge escarpments of rock, into the region of snow. Here the ranges were more detached, allowing something of form to be traced; the forests were not all burned or levelled; glimpses of green meadows shone down from the higher slopes; and the cold, clear stream, fed from the fields of melting snow, foamed and flashed in the sun.

Idaho, he described, as a "queer, almost aboriginal village, with its charming situation." Pointing out that the town had "out-lived a variety of names," he failed to mention that among those names both Sacramento City and Idaho City had been used. From Idaho, Taylor headed up the Clear Creek Valley for Empire in a buggy drawn by "a pair of fast horses" and driven by W. E. Sisty. Nature-lover Taylor apparently became so absorbed in the beautiful scenery of the valley that he failed to comment on the once active Mill City; furthermore, although Sisty told his traveling companion of the Argentine Mining District and of the "fabulous richness" of the silver mined there, Taylor made no mention of Argentine City.

Upon arriving in Empire City, Taylor estimated the elevation of Lower Empire at 9,000 feet and that of "the little mining vil-

lage of North Empire" at "one thousand four hundred feet higher." He was high on both estimates, Empire's altitude being 8,601 feet. Then he observed, "even there the inhabitants pass the winter with less discomfort than one would suppose." Wondering at the excellent pasture for cattle and the high quality of potatoes raised, where in the Alps at a comparable altitude "there is not a blade of grass; even moss and lichens disappear," he ended his description with,

Empire enjoys a very picturesque situation. The population may possibly be three hundred; the houses are mostly cabins of hewn logs, but their inhabitants are men of intelligence and enterprise. . . .

At Empire in late June of 1866, Bayard Taylor was joined by four other men, including William N. Byers, in making up a party of adventurers who proposed to "take leave of such civilization as gold-mining carries with it, and strike into the wilder regions beyond," by crossing Berthoud Pass by horse and mule back, and riding on to the hot springs on the Grand River. These springs were, at that time, the property of Mr. Byers, and the objective of the travelers was to avail themselves of the relaxing sulphur baths. Unfortunately, the Grand was too high and too swift to risk fording, and thus the men had to forego the baths and Tourist Taylor the opportunity of seeing what a few years earlier had been called Grand City.

The next stopping place for the mountain sojourners was southward through streams and over ridges to Breckenridge, which, as seen through Taylor's eyes, was a camp of "canvas-covered wagons in the shade; a long street of log-houses; signs of 'Boarding,' 'Miner's Home,' and 'Saloon,' and a motley group of rough individuals." Traveler Taylor also wrote of the "ditches, heaps of stone and gravel, and all the usual debris of gulch-mining," but he either chose to ignore nearby Park, Lincoln, Paige and Delaware "Cities" or he did not hear their names spoken during his brief stay in Breckenridge.

After spending the night there, Lecturer Taylor and companions continued on across Hoosier Pass to Montgomery and Buckskin Joe in the northwest section of the South Park. Taylor found

Montgomery "a deserted town,"* but expressed his feelings on the name and inhabitants of Buckskin Joe as follows:

We rode five miles down the South Platte, then climbed over one of the many insteps of Mount Lincoln, into a narrower valley, running westward along the base. Near its head, ten thousand feet above the sea, lies the town of the lovely name—a somewhat larger and more active place than Montgomery. The people, for a space of two or three years, made a desperate attempt to change the name to "Laurette," which is slightly better; but they failed completely, and will probably be Buckskin Joe to the end of time. At least, it is not a "City"—which, in Colorado, is quite an honorable distinction. There are worse names in California than this, and worse places. If I failed to find a blacksmith, and my barefooted pony must go unshod, we had a carpeted room at the Pacific House, an audience of near a hundred collected in the evening, and everything was done to make my visit comfortable. These remote, outlying mining communities have made a most agreeable impression upon every member of the party. The horde of more or less ignorant adventurers having drifted away to Montana and Idaho, those who remain are for the most part men of education and natural refinement, and their hospitality is a favor in a double sense.

Perhaps some of Critic Taylor's relief over the fact that Buckskin Joe's name varied so completely from the "citified" mining camp monikers was due to his being spared the duty of making a speech in Mosquito otherwise known as STERLING CITY. This "City" of Mosquito Gulch was suffering from the mining doldrums at the time Taylor lectured just over the ridge in Buckskin Joe. Nonetheless, that some miners held to the name of Sterling City is

*Bowles and Hollister, like Taylor, referred to this camp only as Montgomery; however, in listing the postoffices of Park, Lake and Summit counties which were established during the 1860s, Clarence Reckmeyer (writing in 1931) gave the name as MONTGOMERY CITY, as did S. H. Dike in his 1957 listing of territorial postoffices. After the early '80s and a mild silver revival, Montgomery was of little note, later travelers and writers rarely even mentioning it as a "has-been" camp. One last cabin in Montgomery was used by the staff of the San-Ore Construction Company during 1957, but with the completion of the Montgomery Dam (part of the Colorado Springs' water system) the site of old Montgomery is to be covered.

shown by "a true and correct Statement of property owned by J. J. Hochstetter, Geo. Williams and Stebben Shepard in the County of Park and Territory of Colorado." This statement was subscribed and sworn to before the county officials on January 27, 1866, and as well as listing interests in some fifty mining properties, the George Williams Company also claimed " $\frac{1}{8}$ of Sterling City town sight." O. J. Hollister, who explored the mining area during that summer also referred to this settlement in Mosquito Gulch as Sterling City; however, the camp is more generally remembered as Mosquito.

On July 4, 1866, the Taylor group took the trail again. This time their way led up and over the "lofty regions" of Mosquito Range, then down into the upper reaches of the Arkansas Valley and to the one-time famous Oro City of California Gulch as described in the following words of Taylor:

Log-cabins made their appearance at last, then miners, then more log-cabins, then a street with several saloons, eating-houses and corrals,—and that was Oro City. The place did not promise much, I must confess; but one must never judge from the outside in Colorado. . . .

. . . Before we had dismounted, a gentleman of most cheery and hospitable face threw open his door, disclosing arm-chairs and rocking chairs, a long table, and a dim vision of beds in the background. We entered, and there were presently sounds of dulcet hissing and sizzling in the rear; grateful, but ah! most tantalizing odors in the atmosphere; and then *the trout* were set before us—us, who would have rejoiced over raw pork! It was a meal worth pining for, and I do less than my duty in recording the name of our host, Mr. Wolfe Londoner, who not only fed but lodged the whole party, with the most generous disregard of his own and his wife's comfort. I consider that hospitality perfect which does not allow you to feel the sacrifices it imposes; and such was the kind we received in Oro City.

Mr. Taylor further observed:

In the evening one of our party lectured in the Recorder's office, which was draped with flags, and temporarily fitted up as an auditorium. A number of ladies were present, and the new type of face which I have described in a previous letter reappeared again. The question returned to me,—whence is it produced? From the climate

of our central regions, the circumstances of life, or the mingling of blood? Possibly a mixture of all three. Whatever it may be, here is the beginning of a splendid race of men. . . . The Celtic and Saxon elements seem to supply each other's deficiencies, and to improve the American breed of men more than any other mixture. The handsome Colorado type may be partly derived from this source.

After the lecture there was a ball, which all the ladies of the Upper Arkansas Valley—hardly a baker's dozen—attended. The sound of music and dancing, and the assurance that we would be acceptable in our flannel shirts and scarlet "Matthews ties," could not, however, overcome the seductions of Mr. Londoner's beds. To cross the Rocky Mountains two days in succession, speak to the multitude in the evening, and dance afterward, is beyond my powers. . . .

From Oro City the touring lecturers' scheduled route was southward along the Arkansas River to Canon City; but, a thorough drenching in the Arkansas, weariness of both the men and the animals, and inclement weather of strong winds blowing rain harshly into their faces caused the travelers to change their plans and ride silently toward the Salt Works in the South Park. Here they spent the night. The following morning some of the group suggested a side-trip across the Park to Colorado City, but the suggestion was rejected and the decision was "to make for the little mining village of Fairplay," and thence on to Denver.

Because of the storm the group moved on through the South Park as rapidly as possible, only stopping for a quick noon-day meal and finally for the shoeing of Taylor's pony in Fairplay. Critic Taylor most likely remembered Fairplay more favorably than if he had revisited the camp during the years when it was recognized as South Park City. His peace of mind and sense of good taste in the matter of *kiting* a town were also less disturbed as he rode on through the Park since he appears not to have known that the settlement of Tarryall was often called Tarryall City and that there was another Park City not too far from the route he followed.

Oro City, then, was the last of the Colorado Territorial "Cities" visited by Bayard Taylor, although he did see Boulder City from a distance when he went to Valmont on a speaking engagement. That completes the list of "Cities" which were or had been in Colorado Territory through 1866. Today, two of these, Canon

City and Central City, both nearing their hundredth anniversary, still retain the "City" in their names. If Bayard Taylor were writing at the present time, he might be less critical of the "want of taste" of *kiting* in instances such as these or in such as Colorado City. Passage of time has proved that, although "swagger" was in the minds of some of our pioneer name-givers, there were also valid reasons for the use of "City" in the name of certain localities. In the case of Canon City, the "City" distinguishes the municipality from the natural feature; and in the case of Colorado City, it distinguished the community from, first, the name of the River and Territory, then, later from the name of the State. Such endings as "town," "burg," or "ville" could have been added, but all of them would have lacked the congenial sound that "City" still contributes to both Central City and Canon City.

The "vulgar, snobbish custom of attaching 'City' to every place of more than three houses," provoked Taylor, but he had no quarrel with the nature-given attributes of Colorado Territory. On the night of July 15th, his last night in Denver before returning "to America," he wrote:

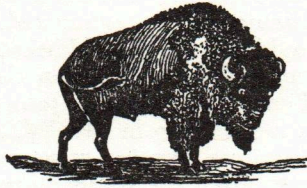
. . . What I have seen is amply sufficient to convince me how much more there is to see. During a journey on horseback of four hundred miles, which lead me through two of the three Parks, and thrice across the great range, I have obtained a tolerable extensive knowledge of the climate, scenery, and other features of a region which is destined, I think, to become for us what Switzerland is to Europe. . . .

I hazard nothing, at least, in predicting that Colorado will soon be recognized as our Switzerland. The enervated luxury, the ignorant and imitative wealth, and the overtaken business of our cities, will come hither, in all future summers, for health, and rest, and recreation. Where Kit Carson chased Arapahoes, and Fremont's men ate mule-meat, and Jim Beckworth went through apocryphal adventures, there will be drawling dandies, maidens both fast and slow, ungrammatical mammas, and the heaviest of fathers. The better sort of people will come first, nor be scared away afterward by the rush of the unappreciating. We shall, I hope, have Alpine clubs, intelligent guides, good roads, bridges, and access to a thousand wonders yet unknown. It will be a national blessing when this region is opened to general travel. That time is not now distant. Before the close of 1868

Denver will only be four days from New York, and you can go through with one change of cars. Therefore I am doubly glad that I have come *now*, while there are still buffaloes and danger of Indians on the Plains, camp-fires to build in the mountains, rivers to swim, and landscapes to enjoy which have never yet been described.

I do not now wonder at the attachment of the inhabitants of the territory for their home. These mountains and this atmosphere insensibly become a portion of their lives. I foresee that they will henceforth be among the clearest and most vivid episodes of mine.

Chapter V



The Last of the Territorial "Cities"

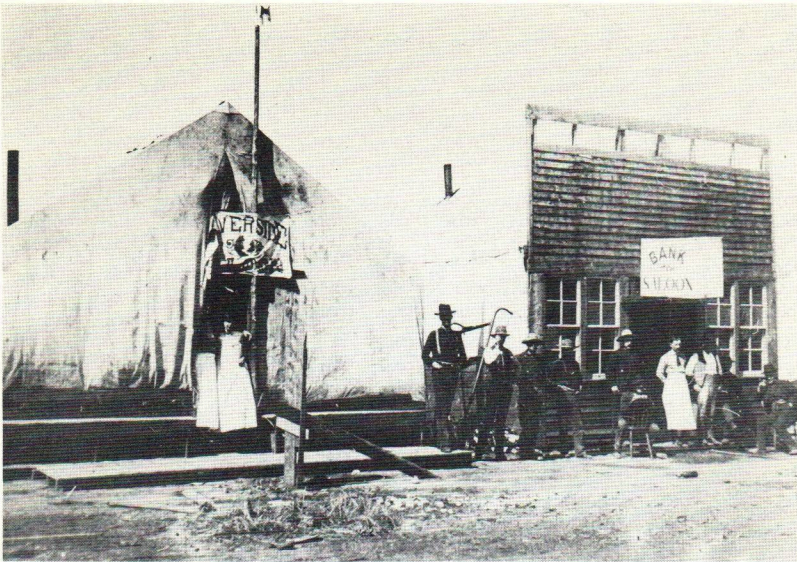
THE GROUNDWORK for the founding of NATIONAL CITY, approximately twenty-five miles south of the Colorado-Wyoming territorial boundary line, was being continued during the summer of the Taylor tour. Three men, George Way, Joseph Hahn and William Doyle, returned to work their placer diggings near the western base of a 10,824 foot peak in the Park Range which Doyle had named for Hahn a year earlier. Other prospectors also came to the area during the summer and fall of '66, but when winter threatened, only the original three stayed on, and of these only one, Doyle, remained to tell what happened that winter of 1866-67. Late in the fall, Way set off by himself to get supplies, but he never returned; and although Hahn and Doyle survived the winter in a cabin which they had built, their meager food supply was nearly gone by April, so they decided to try snowshoeing to Empire many miles to the southeast. Of this attempt Frank Hall wrote:

. . . They had a very severe trip, and when crossing the Gore Range, in Middle Park, were overtaken by a fearful snowstorm. They succeeded in reaching the

Muddy river, a tributary of the Grand, but becoming bewildered and lost in the terrible storm, they sank down in the snow, wrapped themselves up in their blankets and so passed the night. In the morning Hahn said he was too weak to travel, really unable to rise. Doyle, being somewhat stronger, left him and started out in search of relief. After wandering about all day without discovering food or any human being, he staggered back to his companion, only to find that he was dead. He lay down by the body, and, being utterly exhausted, slept till day-break, when, shouldering Hahn's blankets, tools, etc., together with his own, he again began the weary search for an inhabited cabin. At this time John C. Sumner and Ashley Franklin were living in Mr. W. N. Byers' house at Hot Sulphur Springs. Having some cattle and horses down in the park, after the great storm had subsided they went out to find them. In the course of their travels they came to the cabin of John S. Jones, where they remained that night. Next day they renewed their search for the stock, and, to view the surrounding country, ascended a cone-shaped hill on the north side of the river. In looking about they discovered in the distance an object floundering in the deep snow. At length they recognized it to be a man, and concluding that he had lost his way and was in need of assistance, they went to the spot and there found W. A. Doyle, who had become snow-blind and literally crazed by his sufferings. They took him to Jones' cabin and there fed and nursed him to recovery, where he related the story of his wanderings, and of poor Joe Hahn's death, insisting that the body lay twenty miles or more up the Muddy. Sumner and Franklin made diligent effort to find it by following Doyle's directions, but in vain.

Hahn's remains were not found until the following November, but when they were discovered, they were but a mile, not twenty miles, from the spot where Sumner and Franklin had rescued Doyle.

Way, Hahn and Doyle had made known the gold fields of the region; but, it was several years before other miners ventured into this isolated section which the Utes guarded so "jealously and successfully." Then two mining companies, the International and the Hahns Peak, worked the placers; and two camps, National City and Poverty Flats, sprang up. National City soon became Bug Town (because, traditionally, the Eastern capitalists or "big

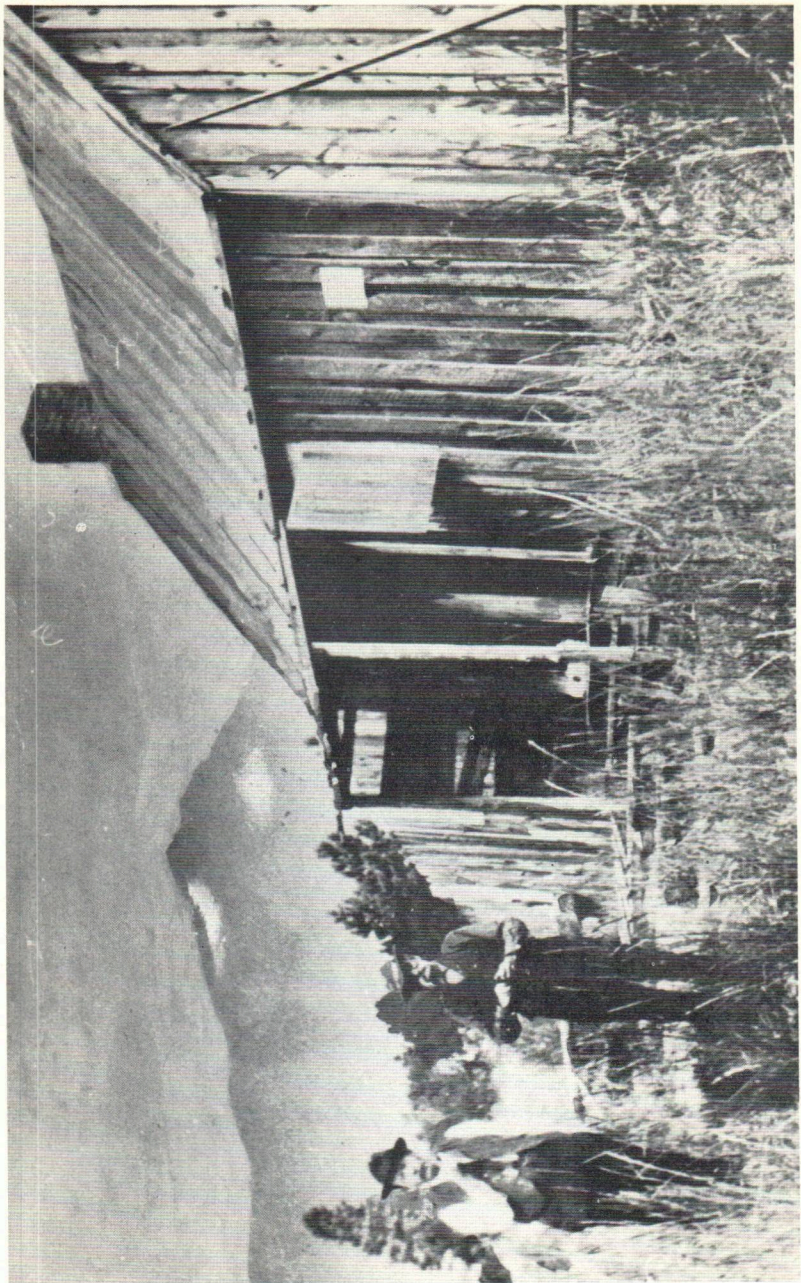


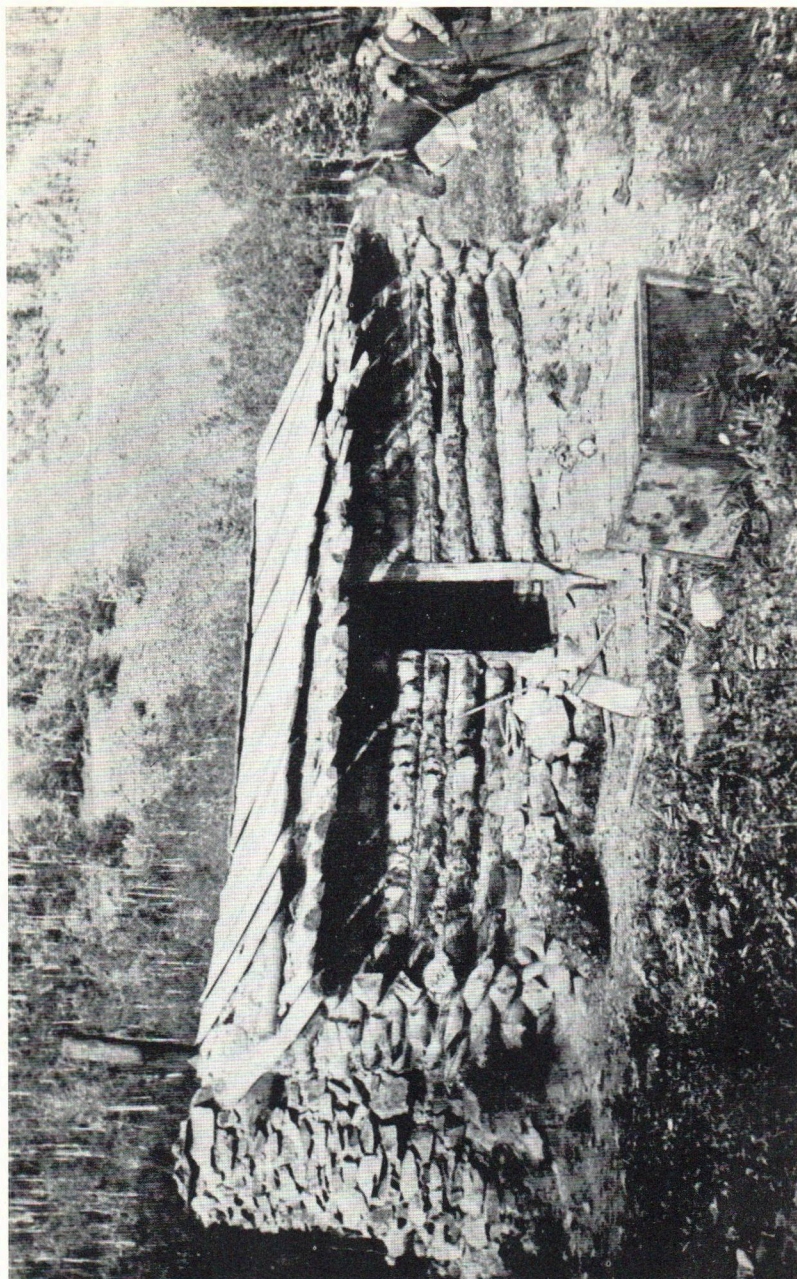
First Oro City in Lower California Gulch



Second Oro City in Upper California Gulch

House in Harvard City

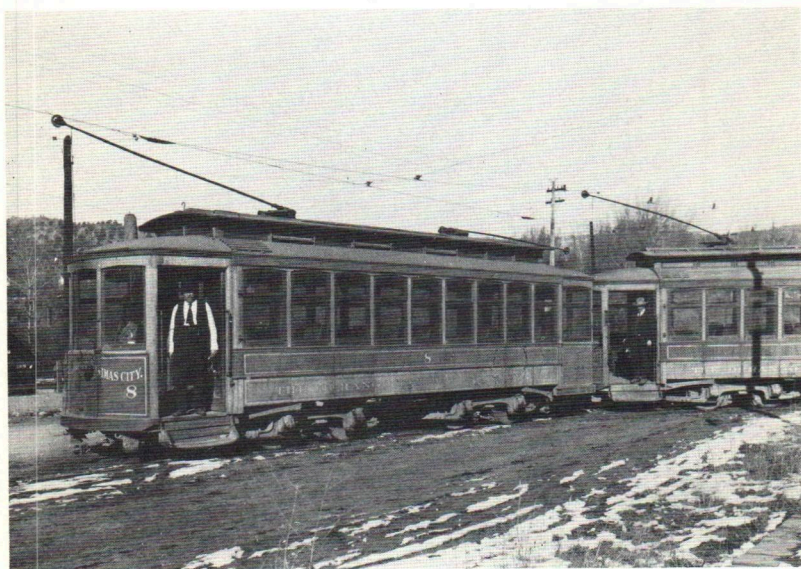




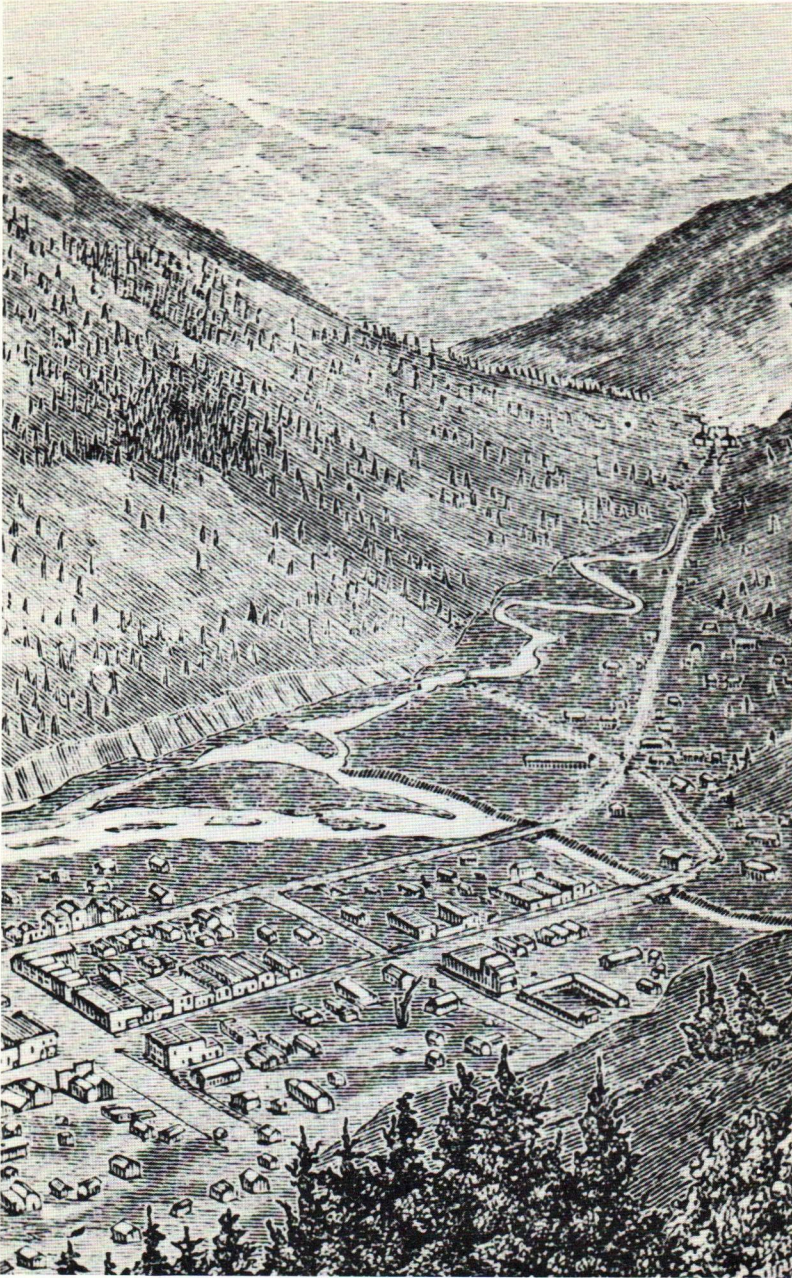
Cabin in San Juan City



Animas City

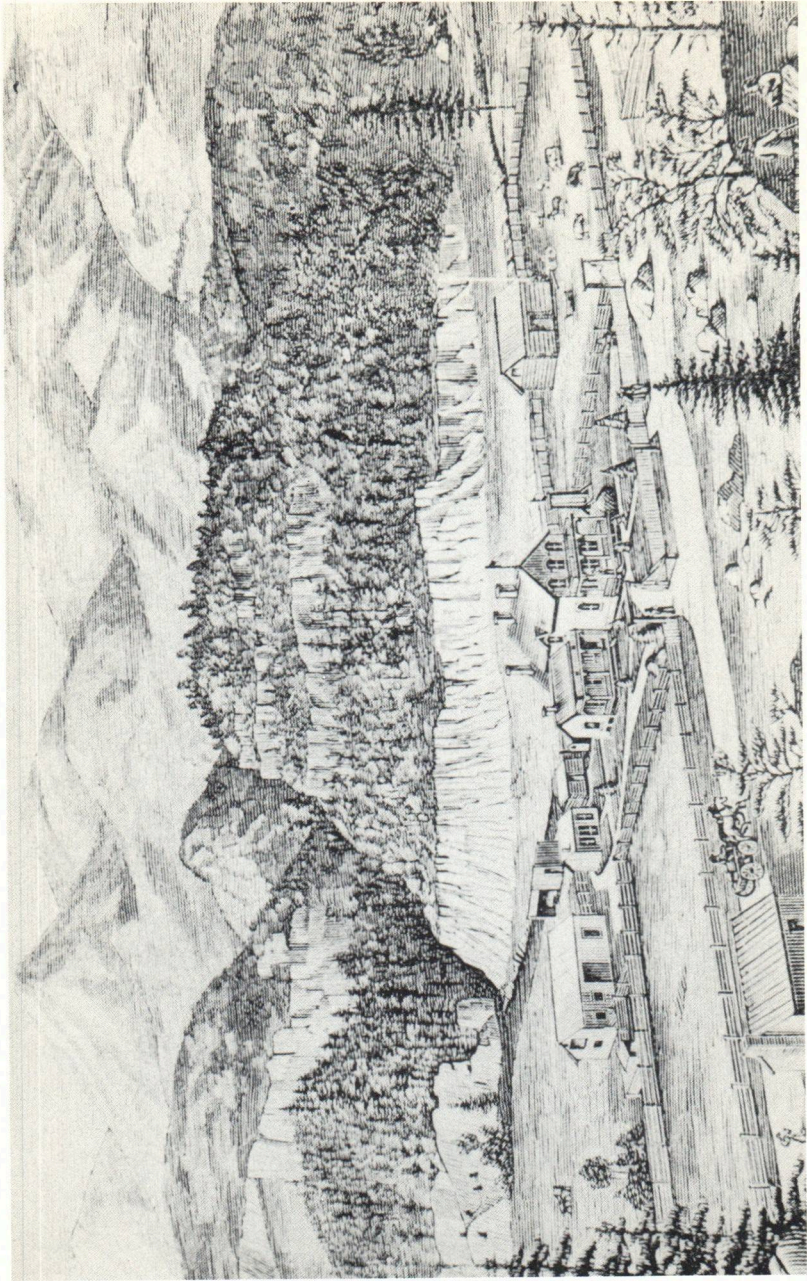


Durango-Animas City streetcars



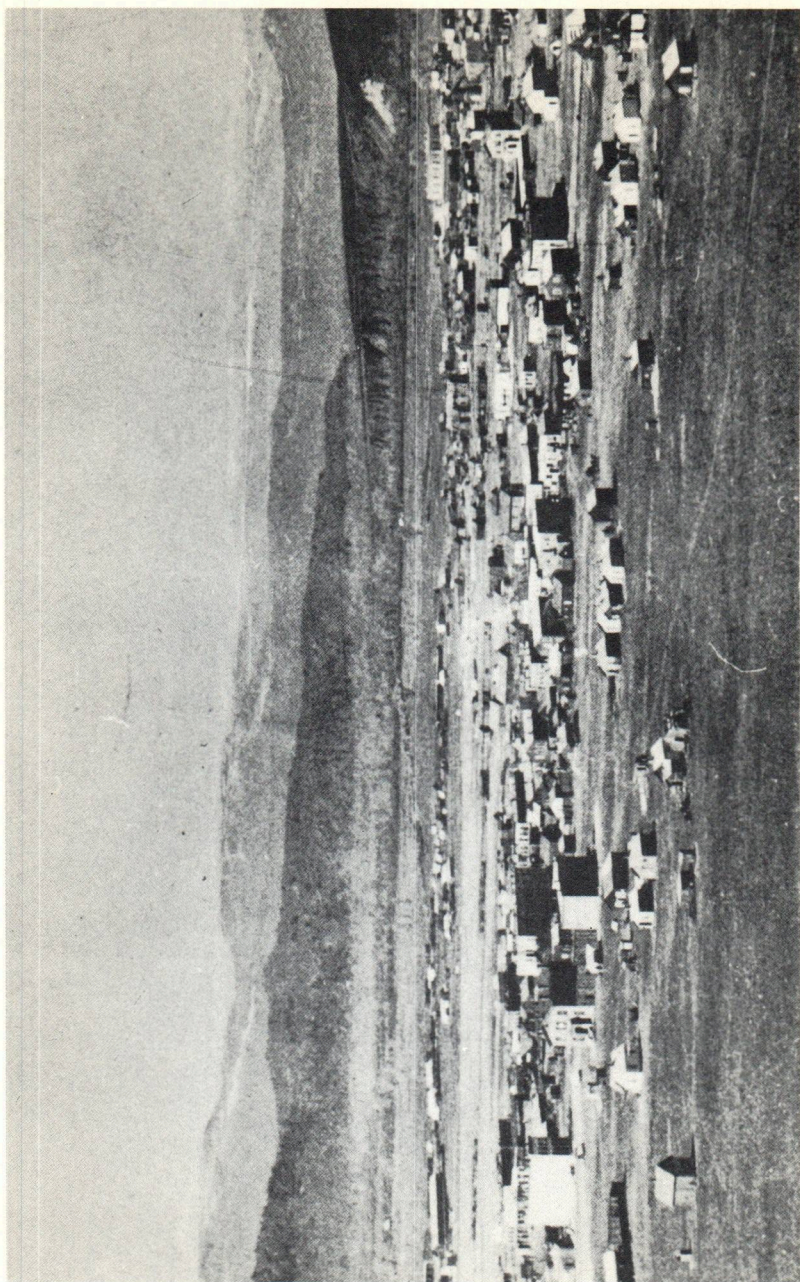
Lake City, Hinsdale County

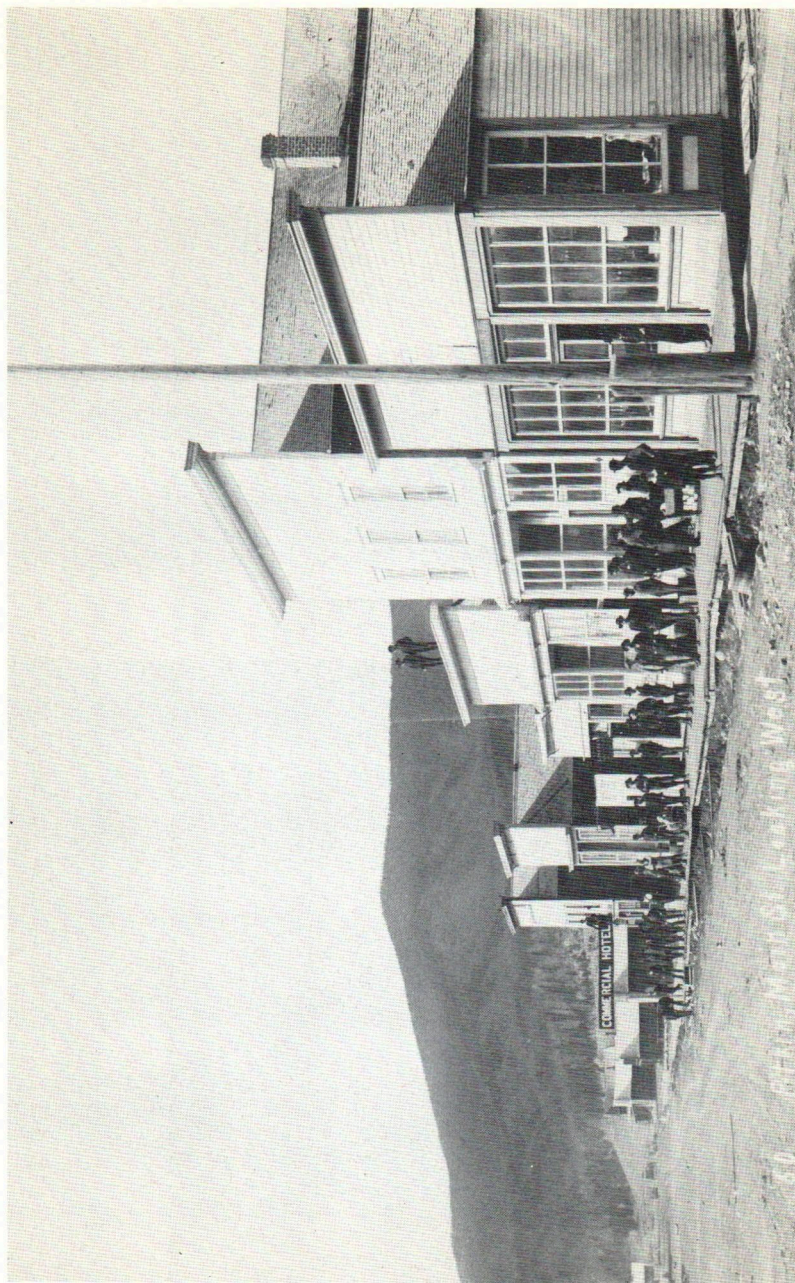
Capitol City, Lee Mansion





Parrott City (Courtesy of Mrs. H. S. Puls)

Gunnison City



Pitkin City



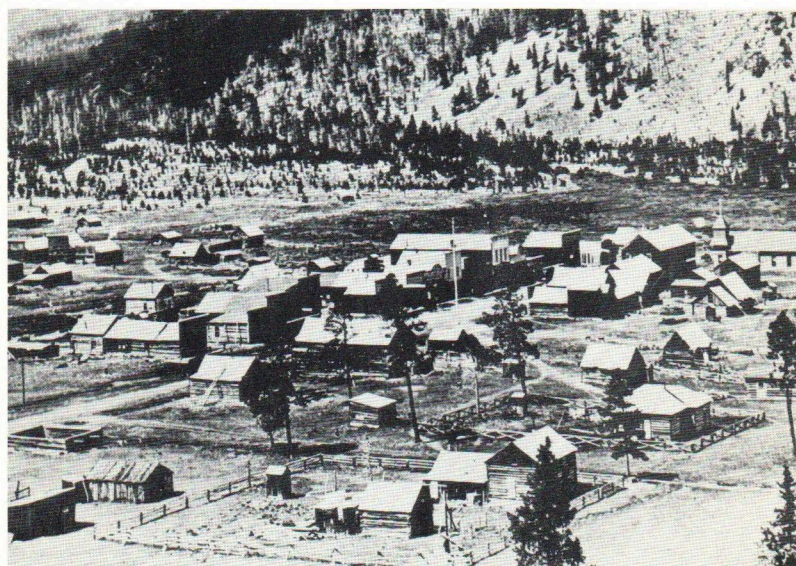
Tomichi City



Bank of Tomichi



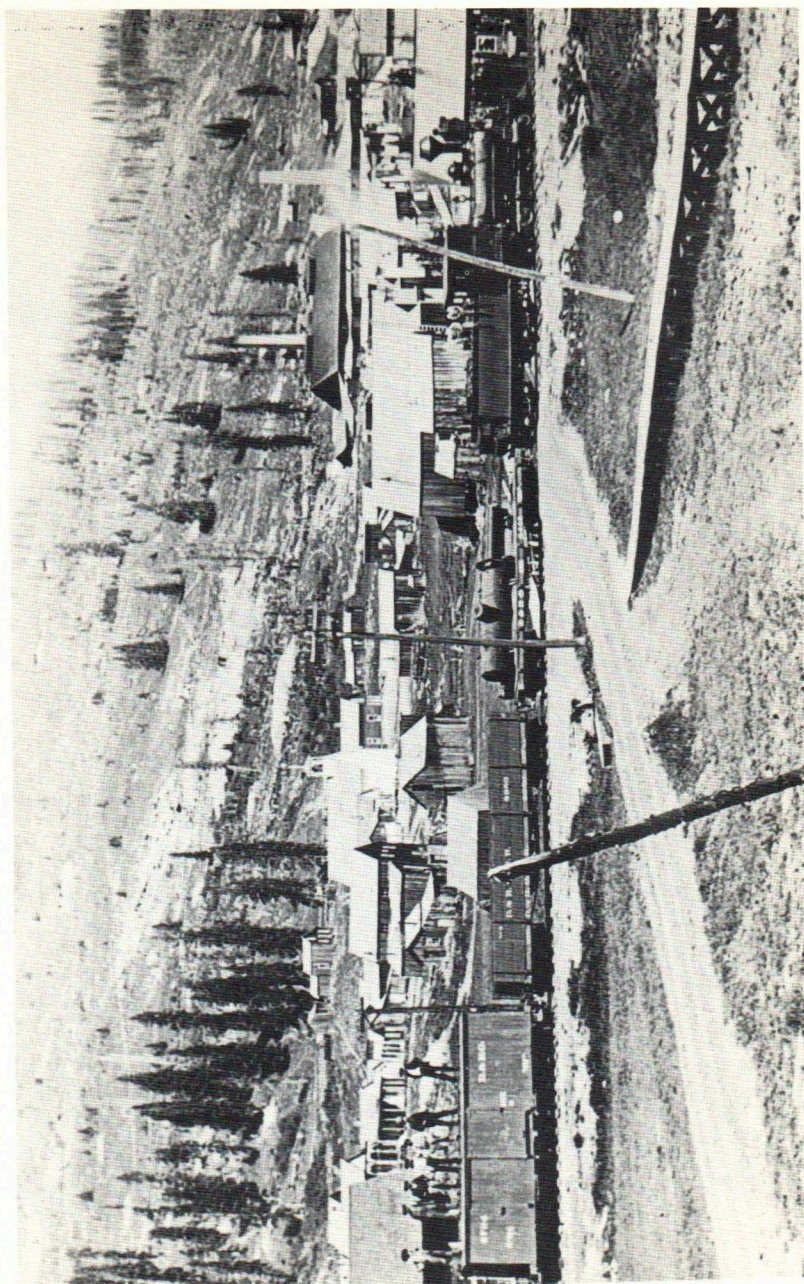
Two Views of



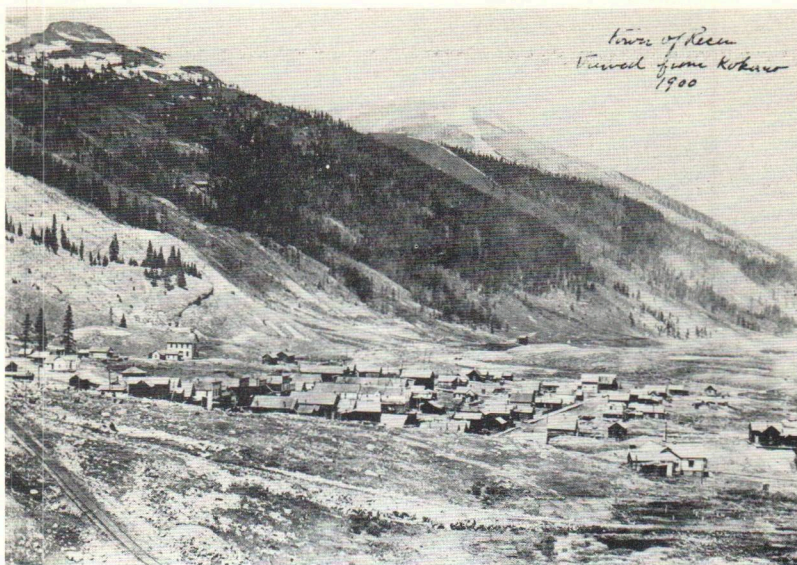
Virginia City (Tin Cup)

Holy Cross City





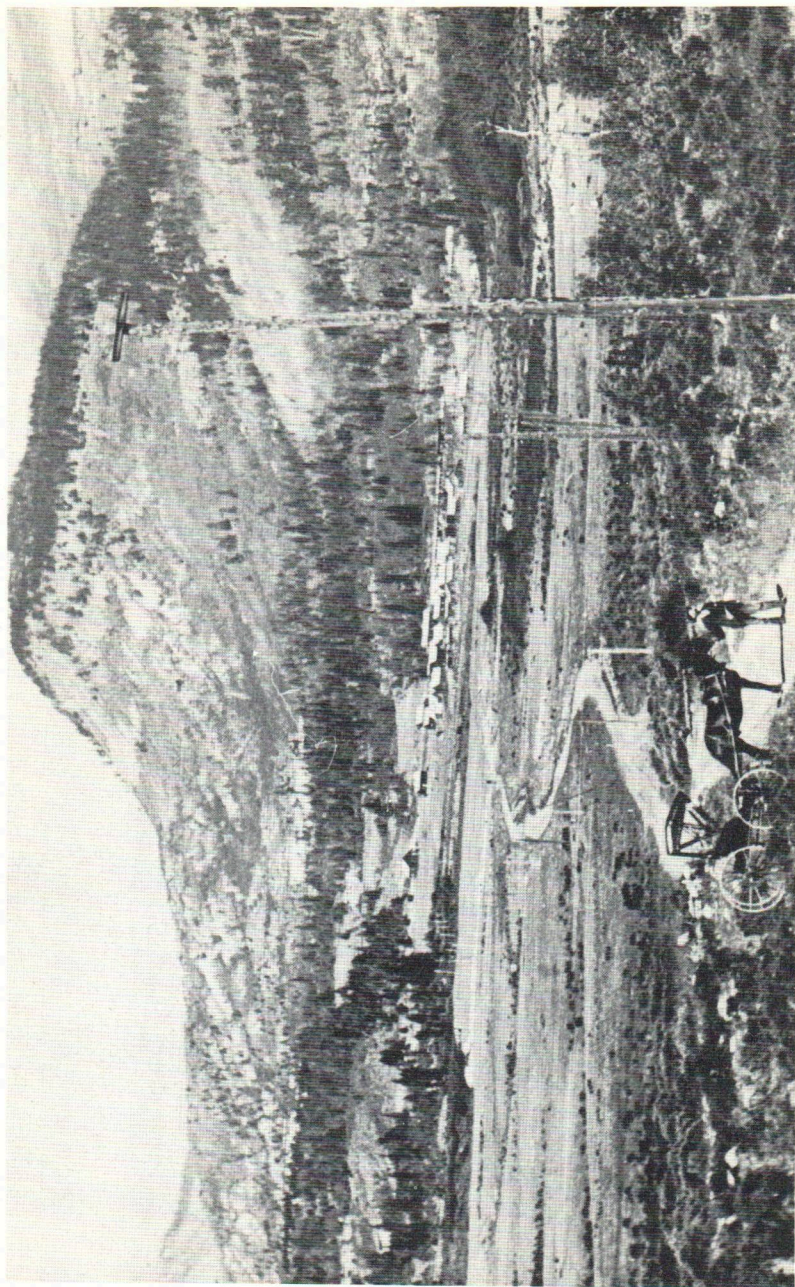
Kokomo as viewed from Recen City



Recen as viewed from Kokomo



Saloon in Recen



Park City and Mosquito Range, Park County



Caribou City



Drug Store in Caribou

Bugs" lived there), and Poverty Flats became Hahns Peak. Bug Town quickly vanished after the mining operations slowed, but Hahns Peak, county seat of Routt County from 1879 to 1912, continued on, not so much as a mining camp, but as a ranching center.



About the time that National City was becoming Bug Town, LAS ANIMAS CITY, quite different from the majority of the territorial "Cities," was starting on the flat eastern plains. Even though Las Animas City had all of the ingredients of success, it grew and prospered for only a few years. The settlement grew up on the south side of the Arkansas River opposite New Fort Lyon. Old Fort Lyon, which had been purchased from William Bent in 1860, had been used for several years for the purpose of protecting the traders and travelers coming west and going to Santa Fe, New Mexico. This old fort also had been used as a point of departure in the chasing and punishing of the Indians who had become revengefully destructive after the Sand Creek Massacre of 1864. Then in the spring of 1867 the Arkansas River produced a flood of such proportions that it put Old Fort Lyon under water; and as a result a new site was chosen about twenty miles upstream. The site was called New Fort Lyon and the traders as well as the troopers moved there. Some others also settled across the river, and Captain William Craig, realizing that a townsite would be a profitable real estate venture, proceeded with the surveying, platting and developing of the site, which he christened Las Animas City in 1869. To facilitate business the Arkansas was spanned by a toll bridge, connecting the property of the fort with that of the town. Saloons, a restaurant, a livery stable and a hotel were the nucleus for this trading, stock raising and agricultural "City."

Soldiers at the Fort were increased because of Indian troubles, which in turn increased the business of Las Animas City, but it was the approach of two railroad lines that caused the "City" to boom. The freighting business from the progressive "last stops on the line" of both the Kansas Pacific and the Atchison, Topeka & Santa Fe soon resulted in heavily loaded freight wagons by the hundreds passing through Las Animas City and on west or south. But, as the tracks of the Kansas Pacific advanced farther into Colorado Territory, they were laid south from Kit Carson to a point which was

six miles westward up the Arkansas River from Las Animas City. The new terminus took the name of West Las Animas, and a townsite was platted and locations were put up for sale by the West Las Animas Company controlled by Robert E. Carr, a Kansas Pacific official, and by David H. Moffatt Jr. This aggressive railroad stop gradually took over both the business activity and the political prominence of the region. Nonetheless, before Las Animas did take over, old Las Animas City had been the center of many important events. Bent County commissioners had met there for the first time on March 12, 1870 and John W. Prowers, the cattleman, had been elected chairman, Las Animas City had been designated Bent County's first seat of government at that time, but in the fall election Boggsville had won the title of county seat. Another vote two years later had returned the designation to Las Animas City and it had retained this political position until 1875, at which time West Las Animas became county seat and principal city of Bent County.

If Las Animas City existed today, it would be situated at the upper end of the huge John Martin Reservoir, which, when filled, widens the Arkansas River as far west as Fort Lyon. Fort Lyon is still used by the federal government as a Veterans Administration Hospital, primarily to aid the mentally ill veterans of the late wars.

West Las Animas, known today as Las Animas, is becoming the busy community that Captain Craig probably visualized almost a hundred years ago. It is the center of a large agricultural and ranching area, and although the region has suffered from the droughts of recent years, civic pride and spirit and the improved agricultural conditions are fast putting Las Animas on its way again. Furthermore, a new industry, the manufacturing of dry ice, has been added to Las Animas's industrial development since the 1948 discovery of carbon dioxide (99 per cent pure) in a field about thirty miles southwest of the town.



In 1876, ten years after Bayard Taylor's tour, Colorado entered the Union as the 38th state with sixteen more settlements on record as having aspired to "city-hood." One of Colorado's experimental colonies, which for a year was known as Green City, had failed both as a "City" and as a colony; and fifteen mining "Cities," the

majority of which were locked in high mountain gulches of the harsh San Juan country, had started their overly-optimistic careers.

GREEN CITY was a product of the colony idea which had caught on in Colorado Territory with the establishment of Greeley in 1870. During the winter of 1870-71, Colonel David S. Green and associate members of the Southwestern Colony of Memphis, Tennessee, put in many hours of work planning and advertising their proposed colony to be founded in Weld County. Streets, a public square and public parks were laid out on paper, and lots were sold to interested colonists. Some seventy families arrived on the site in June of 1871. This settlement was first named Greensboro, then Green City, but by 1872 the colonists began to question the methods and leadership of Colonel Green, next dismissing him from his position as president. Then the colony was reorganized under the name of Corona, which town soon lost out in its attempt to prosper to the more up-and-coming communities of Evans, railroad shipping point, and Greeley, successful colony.



During the years that the colony experiment was being tested on the eastern side of the Rocky Mountains, a few courageous ranch men and prospectors were entering the San Juan region; but no settlement of this southwestern area of Colorado Territory took place until the Brunot Treaty between the United States government and the Ute Indians was signed in September of 1873. This treaty opened the area for settlement, and SAN JUAN CITY started the parade of "Cities" which were to dot this mountainous section.

San Juan City was located close by the headwaters of the Rio Grande del Norte in what is known as Antelope Park. Helen Mason, writing in the 1938 *WHO'S WHO IN COLORADO*, records that a pioneer settler by the name of Franklin took up a ranch claim twenty miles above present-day Creede. Here he platted and staked out the San Juan town site. Franklin must have had some success in the building of his town because when Hinsdale County was organized in 1874, San Juan City was selected as the county seat; but at the February 23 election of 1875, the county seat was moved to the more recently founded Lake City. San Juan City was

listed in the 1874, '75 and '76 editions of the *HAND BOOK OF COLORADO* as a mining camp with one merchant who also served as postmaster, and with a semi-weekly mail and passenger stage to and from Del Norte, 54 miles to the southeast. George Crofutt entered San Juan City in his 1881 guide as follows:

SAN JUAN—Hinsdale county, on the Rio Grande, and the stage road from Alamosa to Silverton, five miles northwest from Antelope Springs. It is a station and post office, 8,900 feet altitude, surrounded by mountains filled with game of all kinds, and the Rio Grande with trout. Distance from Alamosa, eighty-five miles; fare, \$11.00.

Little more was ever written of San Juan City, and when Mineral County was created from Hinsdale, Saguache and Rio Grande counties in 1893, the camp's old site became a part of Mineral County.

The next of the San Juan Region "Cities," which were all reached as Frank Hall pointed out, "by crude and rugged trails which tried the souls of men to the uttermost," was LAKE CITY, twenty-five miles north and west across the Continental Divide from San Juan City. This "City" came into being as a result of the road building and "sideline" prospecting of Enos T. Hotchkiss, who was under contract to Otto Mears and associates to build a wagon road from Saguache into the San Juan mining country.* After Hotchkiss had surveyed the road down Slumgullion Hill in August of 1874, he investigated an exciting looking outcropping on the mountainside above Lake San Cristobal. His "Find" held tantalizing promise of rich gold; some say that the float rock assayed 40,000 dollars to the ton. The news of Hotchkiss' discovery spread throughout the mountain country and on to the plains, bringing crowds of prospectors into the area. By early 1875, a settlement, about three miles northwestward of the beautiful Lake San Cristobal, was built on the valley floor west of the junction of Henson Creek with the Lake Fork of the Gunnison River. This camp took the name, Lake City, and according to Hall,

*Harry Henson, J. K. Mullin, Albert Meade and Charles Goodwin had discovered the Ute and Ulay veins in the fall of 1871, but at that time the region "belonged to the Indians."

. . . the houses were of logs, with here and there a frame dwelling and business structure, small and hurriedly erected. Some were of adobe in Mexican style, a few of more enduring materials. . . .

But beginning in 1876, Lake City* not only grew but improved, for during that year the Reverend George M. Darley, Presbyterian minister, built with his own hands the pioneer church of the San Juan country; and the following year was one of marked population growth and of stout brick, stone and frame construction for Lake City. This period of prosperity lasted into the early 1880s. Crofutt described the Lake City of '80 as,

. . . pleasantly situated on the west bank of the river, beyond which the mountains rise, sloping to the height of about three thousand feet. The stranger visiting here will be surprised to see the great number of stores, hotels, livery stables, saloons, and shops of all kinds, all of which appear to be doing an unusual amount of business for the size of the place. The explanation can be found in the fact, that the city is located in the center of a score or more of small mining camps, numbering all along up to 300 population each. These people from the very geographical position of the city, find it the best and most convenient place to purchase their supplies, spend their money, and sojourn for a season of recreation.

The American and Occidental are the two principal hotels, and the *Silver World* and *Mining Register*, two weekly newspapers, two banks, two smelting works, two saw mills, two churches, and two drug stores. "Two" is a lucky number,—no polygamy here. The breweries number three. Lixiviation works, one. "Fire Laddies," one; with one public library and reading room, and a news-stand, where can be purchased the "Grip-Sack," and all the eastern papers.

Several years later Ernest Ingersoll in his CREST OF THE CONTINENT under the heading of "Lively Lake City" wrote:

. . . Henson creek became especially famous among prospectors, who found that, however large an army of miners might flock in there, new veins were always to be had as the reward of diligent searching. Thus a populous and highly enterprising town arose, which became the

*Ray Colwell has an excellent article on Lake City in the DENVER WESTERNERS 1950 BRAND BOOK.

supply point for a wide mountain region, owing to its accessibility from both north and south; and though it was over one hundred miles—mountain miles at that!—from a railway, more than ten million pounds of merchandise, and five million pounds of mining machinery and supplies were taken in wagons during 1880, at a cost of over a million dollars for transportation alone. A very good class of people went to Lake City, too, so that a substantial and pretty town arose, school-houses and churches were built, and I have never seen a mining camp where the bookstores and news-stands were so well furnished and patronized. At the beginning of 1881 about two thousand people lived in the town itself, not counting the great number of men in the mountains round about; and three factories for the treatment of ores were in operation.

The rest of the 1880s were quiet years throughout the district. Although some of the ore bodies which were uncovered proved very rich, the "poverty of the rest" plus the high cost of transportation and treatment of ores cut profits to a minimum; but when the Lake Fork branch of the Denver and Rio Grande Railroad reached Lake City in 1889, the camp returned with vigor to its mining and allied industries; new people, new businesses, and outside capital came to Lake City; the long vacant houses were occupied again, and the hardy citizens who had, as Hall observed, "endured the horrors and hardships of business inactivity for years" again wore "the smile of gladness and joy." This was the beginning of the most productive period in the district's mining history. From 1891 until 1902 over a half million dollars worth of ores were shipped yearly. Then the year 1903 marked the start of more quiet years, which finally culminated in the abandonment of the railroad to Lake City in 1933. The past half century has witnessed a continual diminishing in Lake City's population figures: in 1900 Hinsdale County had a population of 1,609, in 1920 the population figure had dropped to 317, and in 1950 the census count was 263 inhabitants in the county with 141 of them living in Lake City. During the summers there is a considerable population increase of sportsmen and vacationers who in recent years have discovered the excellent fishing and hunting and the thrilling scenic beauty of the area. Today the tourist business is Lake City's major source of income. Nonetheless, a few staunch supporters still believe that a revival of mining, possibly uranium mining, will

bring new glory to this eighty-three year old "City"; in the meantime, the majority of the residents of Hinsdale County look to the tourist trade and to stock raising for their livelihoods. Both of these businesses have been dependent on aid from state and federal agencies, and the citizens of Hinsdale County are appreciative of the fact or they would not have given, in September of 1955, a special "thank-you" party for the representatives of the State Fish and Game Department, the State Highway Commission, the United States Fish and Wildlife Service, the United States Forest Service, the United States Bureau of Land Management, and federal and state elective representatives.



A short time before the Lake City developments got under way in the mid-'70s, the prospecting activities of John Moss and his partners on the La Plata River were steadily leading these men up the La Plata to their discovery of gold and the founding of PARROTT CITY. John Moss and his men were not the first to search the San Juan country for precious metals. One hundred years earlier, in 1765 and again in 1775, Juan Maria de Rivera had led prospecting parties into the southwestern section of what is now Colorado; and it was these Spanish treasure-seekers, finding silver ores, who named both the La Plata Mountains and the La Plata River.

Although some of the work done by the Moss group was prior to the Brunot Treaty and therefore against an earlier United States agreement with the Utes, John Moss, who patterned his way of life and dress from the Indians, won the favor of Chief Ignacio and by paying the Southern Utes for thirty-six square miles of territory negotiated a private treaty. To develop this property, more was needed than just the right to work the placers, so Moss persuaded the banking firm of Parrott and Company in San Francisco to provide the necessary financial aid and supplies. In return Moss and his partners thanked their foremost backer, Tiburcio Parrott, by naming their camp Parrott City.

John Moss was an ambitious man and this new "City" became the symbol of his aspirations. He believed the region had unlimited possibilities and did everything in his power to make Parrott City *the city* of the entire area. Moss was in Howardsville promoting Parrott City for the county seat when the vote was taken for the

organization of La Plata County out of Conejos County in 1874 and was disappointed when Howardsville, originally called Bullion City, won the designation. Two years later, Moss, still determined to make Parrott City prominent politically and hearing of the proposed division of La Plata County, gathered about himself a small army of miners and set off over the mountains to Silverton, where the voting took place on June 12, 1876. Moss and his followers willingly voted for the creation of San Juan County, and by accepting Silverton as the capital of the new county, the Moss politicians gained the county seat of La Plata County for Parrott City. By early 1880, Parrott City had a population of 280 people, two stores, one hotel, "and the usual number of shops and buildings" for a camp of its size. Thus, in a limited sense, John Moss's ambition was realized, but he was again greatly disappointed when mining activity began to slow down and the Parrott Mining Company withdrew all support. Soon afterwards, John Moss cast away his dreams for Parrott City and left the region. Perhaps his leaving was all for the best because he would have had to suffer another and still greater disappointment when the new town of Durango on the Animas River became the county seat of La Plata County. Durango, which was situated "in the centre of immense wealth, in mines, timber, coal, agricultural and stock raising" and known throughout the southwest section of Colorado as "the pet child of the Denver and Rio Grande Railway Company," had definite advantages over Parrott City whose existence depended on mining. Parrott City did remain fairly active until 1883 when rapid decline set in.

LA PLATA CITY sprang up in La Plata Canyon a short distance above Parrott City during 1875 and, like Parrott City, enjoyed a population of several hundred busy citizens together with a few years of brisk mining operations. Today, although only traces of what once were Parrott and La Plata "Cities" remain, the memory of John Moss is recalled in a 13,300 foot peak which bears his name.



BULLION CITY, forerunner to Howardsville, was, according to the 1874 HAND-BOOK OF COLORADO,

A new mining town in Baker Park, La Plata County, at the mouth of Cunningham Gulch, three miles above the Little Giant Mill. It was laid out in the spring of 1874 by the Bullion City Company, Donald Brown, E. A. Washburn, J. U. Gabathuler, A. Cox, A. T. M. Adams, A. S. Rhodes, H. D. Chase and J. H. Lester, trustees.

The camp had become Howardsville by election time, and as such was made county seat of La Plata County. As stated above, Howardsville's day of political glory came to an end in 1876 when a new county, San Juan, including all of Baker's Park was created, and Silverton took over as the county's capital city. With this turn in its political tide, the settlement gradually wasted away until in 1940, having lost its postoffice the year earlier, Howardsville with a scattered score of miners in the vicinity became "a be-draggled mining village on the Animas River in a region of abandoned mines."* Silverton with a present day population of approximately 1,400 persons has continued as San Juan's county seat.

CASCADE CITY was started on Cascade Hill about twenty-two miles south of Silverton and just over the San Juan-La Plata county line in the latter county. This "City" was listed first in the 1873 *HAND-BOOK OF COLORADO* with a population of 15, but seven years later Crofutt found "Cascade . . . a lone house postoffice and stage station."

He described the scenery of this locality near the junction of Cascade Creek with the Animas River as

. . . very wild and in some places, exceedingly beautiful. It is two miles above the zig-zag road on the mountain over looking the grand cañon of the Rio de las Animas, one of the most wonderful gorges in Colorado. The river at this point has been crowded into a narrow space and the valley completely out, beside which rise the vertical cañon wall, in places, 2,000 feet, their summits covered with a forest of spruce, pine, and cedar trees, and the rock crevices and recesses with vines, ferns, mosses and countless flowers. The cañon is about twelve miles in length, five of which are apparently impassable for a humming bird; yet, when we were along that way in October, 1880, that wonderful *little big* railroad company

*During the late 1940s and early 1950s some gold, silver, lead and zinc mining was resumed in the Howardsville section of Baker's Park.

[the Denver and Rio Grande], which has been so successful in climbing the mountains and seeking out the most inaccessible places in Colorado, has found this one, and filled it with its hardy demons, who were tearing their way through, with a noise from their blasts and a smell from the burning sulphur, tending strongly to the inferno. . . .

Today Cascade is still a siding on the "wonderful *little big* railroad," sight-seers still gaze in awe at the wild and beautiful canyon, and in recent years this rough-hewn country has been used as setting for a large number of motion pictures.



ANIMAS CITY, southward from Silverton, came out of hiding after the signing of the Brunot Treaty and, because of the mining activity in the Canyon of the Animas River during the middle 1870s, became a flourishing supply "City." By 1876 Animas City is reported to have had some thirty cabins, several business houses and a school. Fear of Indians came again to the Animas Canyon towns of Animas City, Silverton, Howardsville, Middleton, Eureka and Animas Forks in 1879 following the Meeker Massacre. The fear was intensified in the upper canyon when a messenger set out from Animas City to request aid from the state government. To fortify himself for his journey over the storm-stricken mountains this messenger stopped in Howardsville for a drink, and before asking for it, he informed every man in the saloon that the Indians had massacred all inhabitants of Animas City. In time the people discovered that the story had been a fabrication told by the man to get free drinks.* But by the time the truth did come out, the fear had penetrated into every gulch and cleft of the Animas Canyon and several of the mining camps were deserted for the winter. Whether or not the rumor-starting messenger actually completed his mission is not known, but United States troops did come from Pagosa Springs and camped near Animas City in a stockade known as Fort Flagler.

Animas City recovered from the Indian fright, and in early 1880 most of the town's 451 citizens began to anticipate their settlement's becoming a railroad terminal and then a railroad "City" on

*The story of this incident is most interestingly told by Mary C. Ayers in the October 1951 issue of the COLORADO MAGAZINE.

the Denver and Rio Grande narrow-gauge line, which at the time was being built up the Animas Valley. All such hopes were shattered in September when the D. & R. G's. surveying crew drove stakes for a new town one and one-half miles down river from Animas City. This new railroad terminus was named Durango and by 1882 it had completely overshadowed little Animas City. In recent years, Durango's increasing prosperity has brought about growth and, in the process, the absorption of Animas City; so the name of this "City," which held on for better than ninety years of Colorado's territorial and statehood development, now has been dropped from the gazetteer and year book listings and removed from the maps of Colorado.



Far, far up Animas Canyon and several miles northwest of the forks of the river, MINERAL CITY grew up around the claims staked out in late 1873 by A. W. Burrows and E. W. McIntyre. By the late '70s, the COLORADO STATE BUSINESS DIRECTORY AND ANNUAL REGISTER, noting that Mineral City was also called Mineral Point, listed the camp's businesses as Boots & Co., general merchandise store; H. B. Perry, hotel and saloon; Alb. Dyes, notary and justice of the peace; F. Steinback, assayer; and the Dakota & San Juan, the Yankton, and the New York mining companies. Mineral City was well termed "the apex of the continent" since it was near the headwaters of both the eastern flowing Animas River and the western flowing Uncompahgre. Ernest Ingersoll described the general area as being where

. . . the everlasting hills are marshalled, and among them for miles the cañon maintains its grandeur. Frequent cascades glistening like burnished silver in the sunlight, leap from crag to crag for a thousand feet down the sides, to lose themselves in the Animas. . . .

Of the camp itself, George Crofutt wrote:

MINERAL CITY—San Juan County, is a promising mining camp, situated on the western slope of the Uncompahgre mountains, near timberline; altitude 11,474 feet above sea level. The mines in this camp are numerous, and prospect rich. A large amount of ore is taken out here and hauled on wagons to Lake City, for reduction, which runs from \$100 to \$600 per ton.

The town consists of one store, saw mill, several restaurants and saloons, and the requisite number of log cabins for a population of 200. Six miles due west is located Poughkeepsie Gulch; Lake City nineteen miles east; fare \$3.00; Animas Forks three miles southeast; fare, fifty cents; Ouray is seven miles northwest, by trail; wagon road building. . . . The route to Ouray is one of the most rugged and picturesque of the San Juan trails. In the seven miles traversed, the average descent is 547 feet to the mile, and in some places 1,000 feet, with yawning chasms, first on one side of the cañon walls, and then on the other, so deep and fearful that one shudders at the thought, long after having passed over the route; where one miss-step would be the last on earth, and the descent into an awful abyss.

The wagon road between Mineral and Ouray, although only seven miles in length when completed, has been three years in building, and not yet done. It runs along on top of the canon wall in many places, overlooking the fearful gorge below, affording views of varied scenery, at once grand, rugged, wild and beautiful, beyond description. In this great cañon is the source of the Uncompahgre River, fed by Bear, Red, and numerous small Creeks, some of which reach it by cascades, in one instance, 100 feet in one unbroken fall. Game of all kinds, including the grizzly bear, are numerous in the cañon and around the mountains, and the hunter would find in this section, satisfaction for all his most extravagant desires.

The postoffice was known officially as Mineral Point by the early '80s, but many of the miners preferred the original name which they insisted on using through the district's most prosperous years from 1876 to well into the 1880s.

The camp's last listing was in the 1899 directory, and read:

MINERAL POINT
(no postoffice)

That was all—no residents listed, no businesses advertised.



There is some slight evidence that the founders of Ouray, northwest of Mineral City, first toyed with the idea of naming their camp UNCOMPAHGRE CITY. In the summer and fall of 1875,

A. W. Begole, John Eckles, M. W. Cline, R. F. Long, A. J. Staley and Logan Whitlock came into the Upper Uncompahgre River country by way of Baker's Park or the Animas Canyon approach. Cline and Long almost immediately took up a townsite claim and, after discarding the names of Uncompahgre City and Uncompahgre, decided to call the camp after Chief Ouray of the Ute Indians. The "great throng" who trooped into the region during 1876 liked the name of Ouray and so it remained. Ouray's by-names of Gem City and Queen City of the Mountains come from the town's dramatic setting, described by George Crofutt in the following paragraph:

. . . The site of the city is one of great beauty, being just inside of the Cañon of the Uncompahgre River, seven miles from the summit of the mountains of that name, and consequently on the Pacific Slope of the Continent, at an altitude of 7,640 [7,706] feet above sea level. The little park in which it is situated is nearly round, and only about one-fourth of a mile in diameter. On all sides the cañon walls and mountains rise, range upon range, peak overshadowing peak, all grooved and furrowed by the hand of the Great Maker, from the tiniest wrinkle to a chasm of most gigantic proportions, from the smallest depression and most rugged ravine to one of the grandest cañons in the world. Coupled with this wild scene are cascades, towering pines, leafy shrubs and creeping vines, with mosses, ferns, and delicate tinted flowers; which, with the towering walls, are of every color, shade and hue, sandwiched in, as it were, in the wildest profusion. In the center of this great circle,—this grand amphitheatre of nature,—compared with which the Coliseum of Rome was an infant, is located the city of Ouray. To the southeast, only a few miles distant, rises Mt. Sneffles, 6,609 feet above the city, together with scores of lesser peaks, all of which are worn into horrible and frightful cañons and gorges by the erosion of centuries, in places choked with *debris*, and often inaccessible. Words are inadequate to describe the appearance of these wild scenes. Here is a wreck of matter, or an exploded world piled up, dug out, and scattered about in strange and reckless confusion; the fiercely red peaks about lending a brilliant contrast to the long stretches of timber, and the golden shade of the valley of the Uncompahgre, lying far below, and to the westward. The natural wealth of the mineral deposits in this vicinity

seems to have been proportioned to its inaccessibility. That the mines are situated in the most rugged places are as readily conceded as the established fact that they are the richest in the country. Three miles below the city the valley of the Uncompahgre is reached, along which, for many miles, are grown vegetables and small grain in abundance. Thus the scenic, mineral and agricultural wealth seem to meet, forming an anomaly seldom found in a mining country.

At the time of Crofutt's visit Ouray had a population of 1,018, "stores of all kinds," two hotels, two weekly newspapers, schools, churches, restaurants, a smelting works, a ten stamp mill, a concentrating works, and several hot sulphur springs. Such mines as the Yankee Boy, the Mineral Farm, the Grand View, the Virginus, the Potosa Group, the Trout, the Fisherman, the Grey Copper, the Johnny Bull, the C. A. Weston, and the Dexter were close to the town; and to the South in Imogene Basin and on Mt. Sneffles were the Hidden Treasure, the Millionaire, the Bessy Bascom, the Norma, the Crusader, the Hoosier Girl, the Emily, the Yellow Rose, the Grand Trunk, the Mark Twain, the Wheel of Fortune, the Highland Lassie and many others.

Crofutt had written, "If the miners of Ouray pray at all, it is for the coming of the 'Iron Horse'; they consider the completion of the railroad to their city, the one thing of paramount importance." Their prayers were first answered late in 1887 when a branch of the Denver and Rio Grande reached Ouray from Montrose; then in 1890 the Rio Grande Southern came in from Ridgeway. As a result both mining and business activities gained momentum and continued strong until the 1893 break in the silver market. For the next three years a big stillness beset Ouray, but was followed by a grand revival with the discovery of rich gold ores, first on the dumps, then inside the Una, Gertrude and Camp Bird mines by Thomas Walsh. Other mines in the district were soon operating and producing gold in large, high quality amounts. The Camp Bird itself was worked actively from 1896 to 1916, yielding, during those years, 27,269,768 dollars worth of gold, silver, lead and copper.

Ouray County of which Ouray, the Gem City, has been the county seat since its organization in 1877, has a fine mineral production record, having produced up and through 1953, 41,533,550

dollars in gold, 35,345,845 dollars in silver, 4,477,211 dollars in copper, 11,051,379 dollars in lead, and 2,682,055 dollars in zinc. These figures show that mining has continued as the region's main industry; nevertheless, the farming mentioned by Crofutt, as well as stock raising in the area, also has grown in importance through the years.



ENGINEER CITY was located on the eastern slope of Engineer Mountain, the 13,190 foot corner stone where Hinsdale, San Juan and Ouray counties meet. This camp, having been started after H. A. Woods staked out his Polar Star claim near the summit of the mountain one frosty morning in 1875, marked time until the Frank Hough lode became a big producer, then boomed under the name of Engineer City. The citizens boasted of their "City's" population, nearly 400 miners, and, strangely enough, of the fact that this was the only camp of its size in Colorado which had no "whisky shop." The boom lasted but a few years; then came the decline and disappearance of Engineer City.



HARVARD CITY was one of the mining "Cities" of the late territorial period to be founded outside of the San Juan region. In 1860-61 thousands of fortune-hunters had rushed into the Upper Arkansas Valley to pan out their share of the gold dust and nuggets which the sands and gravels of the gulches, especially California and Cache Creek, were giving up so generously. When the output from these "diggings" played out, the majority of placer miners left the area, but a few stayed on—some to begin ranching and some to continue searching the various tributaries of the Upper Arkansas for gold. A small group of these persistent men came upon good indications of mineralization in the vicinity of the junction of South and Middle Cottonwood creeks in what was then Lake County, now Chaffee County. The prospectors decided to look for and found quartz in the nearby mountains. Near the junction of these streams, Harvard City came to life as a busy mining camp during 1874. J. A. Closs in a 1933 interview with Richard Carroll stated that Harvard City "boasted of a postoffice, a general store operated by Sam Denny, a Virginian, a dance hall and saloon, and was an election precinct." He also said that it was

the "change point" for freighters using the toll road over Middle Cottonwood Pass to Aspen, and that "This road was constructed and operated as a toll road by the Jules brothers, who finally turned it over to the county. Harvard became a ghost town after the abandonment of freighting over the Cottonwood Pass road in '82." The new toll road over Independence Pass, first called Hunters Pass, became the main road to Aspen in that year. Furthermore, the mining population of Harvard City soon dashed off to the new silver camps which had cropped up to the west and southwest.



Another LAKE CITY of the territorial period was located in the fact-and-fiction land of the Homestake Peak-Tennessee Park area of Lake County. Factually, geologist F. M. Endlich of the 1873 Hayden Survey recorded:

The Homestake lode is situated at the head of a small western branch of the Arkansas River, west of Tennessee Pass. The district is called the Homestake district. There is a small settlement, to which the name of Lake City has been given. It is just at the timber-line, which here is about 11,500 feet. Besides the Homestake, which gives its name to the district, there were at the time I visited the place some forty claims, very few, however, of any importance.

This lode was discovered in July, 1871, by W. A. Crawford and two other men, while trying to find a trail across the range. It was first worked in September, 1872 by Archer & McFadden, the present owners. . . . In September [1873] there were nine men employed at \$3.50 per day. From Mr. J. A. McFadden, one of the owners of the mine, I learned that the expenses from May to September, inclusive, had been something over \$3,000. This included building of cabins, supplies, etc. The mine having been just opened, of course, the expenses were heavier than they would be afterward. Up to September, 30 tons of ore—about half the quantity taken out—had been shipped to Denver [Golden].

The Homestake Mine produced silver and lead ore with a trace of gold and one vein even contained "arsenical nickel mineral." Although never worked extensively because of its remote location, the veins in this mine were well enough developed by 1875 to encourage August R. Meyer to build a smelter at the mouth of

California Gulch. Nonetheless the Homestake still could not pay its way. Five years later the silver excitement at Leadville caused renewed efforts at the Homestake. Then in 1885 tragedy thundered down the mountain in the form of a mighty snowslide which snuffed out the lives of ten miners and scattered Lake City at the foot of the mountain.

The renewed activity throughout the Homestake Peak-Tennessee Park region resulted in other tragedies, including three murders. Merrick Rosencranz (Rosengrants) killed his friend and fellow prospector Henry A. Langmeyer after the latter had caught Rosencranz rifling his trunk on the afternoon of June 18, 1880. Charcoal burners and timber cutters later testified at the trial that on the day of the fatal shooting they had seen Langmeyer running away from another man and crying, "Murder! I'm shot!" However, they also stated that by the time they could get to Langmeyer's aid the other man had disappeared. It was Langmeyer himself who brought suspicion on his former friend by repeating over and over again before he died that Rosencranz was the thief and murderer. The court found Rosencranz guilty and he was publicly hung in Leadville on July 29, 1881, along with another convicted slayer, Frank Gilbert, who had killed Jim McCullom some months earlier near the charcoal kilns in Tennessee Park. Gilbert had not been paid for his work in the kilns, and after some heavy drinking started out to collect the money due him from a man named Connors; he went to the cabin of Jim McCullom, an employee of Connors, and asked where Connors was. When McCullom told Gilbert that he had no idea as to the whereabouts of his boss, Gilbert, in a drunken rage, killed McCullom.

The subsequent hanging of Frank Gilbert did not end this story of killing because on October 25 of 1881, the body of Michael Hendricks was found on the west side of the Arkansas River not far from an old brewery. Hendricks had been the drinking companion of Gilbert on the night of the McCullom murder, and the brothers of the murdered man were reported to have said that if the court did not take care of Hendricks as well as Gilbert, they, John and Thomas McCullom, would do the job. The last time that anyone is known to have seen the McCullom brothers was at a dance in Tennessee Park the night before Hendricks was found murdered. According to witnesses Hendricks also had attended

the dance and when he had left the party, the McCulloms had followed. They made their disappearance good and were never brought to trial.

Three legends have come out of this section of the Upper Arkansas Valley. The first is a tale of the unordinary actions of an imaginary snowslide—a tale which strangely enough ominously pre-dated the real slide by several years. During the Pike's Peak Gold Rush days two prospectors are said to have built a cabin high on Homestake Peak, and sometime during the winter of 1859-60 this most unusual slide glided with quiet power down the mountain's slope to push the miners' cabin and its occupants into a narrow ravine. Twenty years later the snow melted away and other miners discovered the cabin. On entering they found the two frozen prospectors sitting peacefully but life-like at a table with their food, equally well-preserved, still before them. The miners, who made this surprising discovery, are said to have buried the two bodies, but no one has ever revealed what became of the cabin.

The second legend is about a female miner who was frozen while prospecting in the Homestake district. When she was found some weeks later, she was rushed into Leadville and into the CHRONICLE's composing room where she was laid out beside the stove. Four hours passed before the frozen woman began to thaw. First one arm then the other slid from her chest to recline easily on the floor and her leg, which had been bent at the knee, gradually straightened. Two hours later the miner stretched, got to her feet, walked out of the CHRONICLE building and headed for her home. As a final touch to the yarn, the negro handyman about the newspaper was reported to have prayed, to have howled, to have prayed again, then to have fled never to return.

Both of the above tales may well have originated in the fantasy-creating mind of Orth Stein, newspaper man. He was definitely the fabricator of the third story, which was later retold by C. C. Davis, owner of the CHRONICLE at the time Stein worked for that paper, as follows:

Wandering over the mountains of the main range, one Sunday afternoon, he [Stein] stepped upon a bit of boggy ground, into which he began rapidly to sink, and, before realizing what had happened, he found himself slipping down a slope of about forty-five degrees inclina-

tion into a vast underground cavern [somewhere below the surface of Tennessee Park], with arched entrances leading into it from all sides, like cross-cuts in a mine. These, he later found, led into other vaulted chambers, of which there were scores, the entire excavated area comprehending several acres in extent. Coursing through the monster cave was a stream of water, containing an almost unbelievable percentage of auriferous mineral in solution, and here and there were seen the bent figures of a number of men engaged in panning the gold. From the ceilings of the caverns stalactites of varying lengths and exquisite formations projected, and, under a more powerful light than that furnished by the candles in the helmets of the miners, would have produced a dazzling effect. Mineral-bearing veins were clearly defined in the enclosing walls, but, in the absence of picks, shovels and drills, no effort had been made to extract the unmeasured wealth. As yet, the placer gold had proven sufficiently remunerative, albeit the miners, realizing that

The mill will never run

With the waters that have passed,

were confining themselves to the recovery of the placer gold with which the water yet flowed, knowing that the quartz gold could not escape.

Stein's quickly formed purpose, his appearance on the scene not having been observed, was to return to the surface the way he had entered, make a hasty survey, set his stakes and hasten to the land office to file discovery papers. But an inspection of the incline showed the hopelessness of getting out that way. No other opening was visible, and finally he was forced to the alternative of making his presence known to the canny operators in an adjoining cavern. His sudden appearance in their midst was presumably as startling to them as it was filled with apprehension on Stein's part, since he had no means of knowing what sort of a reception would be tendered him. Fortunately, their attitude was not belicose, and a truce was quickly arranged, by the terms of which Stein reserved for himself the privilege of the caverns as a "show place," while he was to file upon the claim in the names of the original discoverers. His description of the cave occupied more than a page of the paper, liberally embellished with illustrations of the various chambers, with stalactite ceilings, each of which was given a suitable name, the golden rivulet and the figures of the men panning the glistening sand.

Fiction, from headlines to tail piece! But so realistic and plausible, in general and in particular, as to dispel any lingering doubt as to the substantial truth of the narrative. Indeed, later, upon application of the publishers, I loaned the cuts, and each successive year thereafter, the story of Stein's marvelous discovery was featured in "Crofutt's Guide," [pages 163-164 in the 1881 edition] as one of the many attractions of Leadville.



A cabin in Summit County, near the mouth of Ten Mile Creek and northwest of Breckenridge, took the name of FRISCO CITY for a few years during the mid-'70s. H. A. Recen built the cabin in '73 and two years later a government scout, remembered only as Captain Leonard, printed the words Frisco City above the cabin door. This naming may have been done in facetiousness or in hopeful optimism, but there is no record, not even a hint, to show which motive lay behind the captain's act. Nonetheless, by 1880, a comparatively busy camp of two hotels, two stores and a score or more cabins, frames, and tents, and a population of 150, most of whom were working the silver, gold and lead veins of the vicinity, had grown up around the cabin called Frisco City. When the settlement was incorporated later in the year, the "City" was dropped from the name. Since that time Frisco has gone through both lean and promising years, the best of which appear to have been in the late 1890s. The present day Frisco has a freshened-up look, most of its old houses having been re-done and several new ones built, and although the town's population count was down to 18 in 1940, it was up to 87 in 1950. The recent activity and population increase are due to two sources, the tourist trade and some mining.



Magnolia or MAGNOLIA CITY was an outgrowth of the excitement resulting from the discovery of tellurium ore in the Red Cloud Mine, Boulder County, in 1872. The gold telluride ores were found three years later by Hiram Fuller in the Magnolia vein, making the camp of the same name a lively one among its neighboring camps of Sunshine, Camp Salina, Sugar Loaf and Orodelfan. Magnolia, or Magnolia City as it was listed in the 1876-78 Colorado directories, rode the tide of prosperity while

the telluride enthusiasm ran high, with the total production values of the district's output ranging between 2,000,000 and 3,000,000 dollars for those few years, but because of the shallowness and spottiness of the rich tellurium ores only small quantities have been recovered since the telluride boom of the 1870s. During that period, the principal producing lodes around Magnolia City were the Magnolia, the Young Magnolia, the Keystone, the Downs, the Atlantic, the Jefferson, the Dunraven, and the Queen Victoria; and the town itself was described in the 1878 directory as,

MAGNOLIA CITY

Mining camp in Boulder County, 10 miles from Boulder. General Merchandise: Wm. Walters & Co. Magnolia House, by Hamil & Cooper. Ogden House, by A. F. Ogden. Weller House by Mrs. Weller. Meat Market: John Bennett. Assayers: J. H. Bridges, Fred Luce. Livery: John Hilton. Physician: M. H. French. Real Estate: E. F. Jones. Jeweler: E. F. Jones. Saw Mill: E. F. Forsaith.

Magnolia, no longer kiting the "City," continued on as a mining camp well into the 20th century; but for some years now, the 100 or better inhabitants have depended more on resort trade than on mining for their livelihoods.



Walsenburg, THE CITY BUILT ON COAL and also for a short time called TOURIST CITY, was originally known as La Plaza de Los Leones, having been named in honor of Alcalde Don Miguel Antonio Leon. A word picture of the Spanish years of this community on the Cucharas River is to be found in Louis B. Sporleder's article entitled LA PLAZA DE LOS LEONES; and reads in part:

Life was idyllic in the first two decades of the Plaza's existence. When the rising sun gilded the tips of the big trees on the round knob south of the creek, the people began to stir. Smoke rose from the chimneys, girls carried water and men chopped wood. The live stock in the corrals back of each house became noisy; lambs bleated and calves bawled. A half hour later, after milking, the different herds and flocks were driven beyond the fields and gardens to graze.

Amiable children, in the early days of the Plaza's life! Boys doffed their hats to all elders; girls remained silent until spoken to. With but few exceptions the children were well-behaved and suitably trained. The girls assisted in household duties and the boys herded the stock.

Fred Walsen and his wife, the former Emilie Sporleder, arrived in La Plaza de Los Leones during 1870 and opened a trading post. Trader Walsen earned the respect and confidence of the citizens of the Spanish-American plaza and when the village was incorporated in June of 1873, the name was changed to Walsenburg. The derivation of Walsenburg, therefore, is German, and other of the town's leading citizens, such as Charles Otto Unfug, county clerk and recorder, as well as Fred Walsen, were of German extraction. Close on the heels of the German farmers and business men came stock men and ranchers, many of whom were of English descent. These influences soon penetrated the Spanish-American background and brought about economic and cultural changes.

Walsenburg next underwent a change in its economic development with the coming of the railroad and the introduction of coal mining in Huerfano County during the mid-70s. According to John B. Lacy II, writing in the 1938 *WHO'S WHO IN COLORADO*, "Seams of coal jutted through the earth's surface, and the first residents of Walsenburg loaded the wagons with the fuel at western outskirts of the settlement." As the coal industry expanded and thrived throughout the county, Walsenburg gained its by-name, *The City Built on Coal*.

Despite the various cultural and economic changes, the community still retained much of its earlier atmosphere; Helen Hunt Jackson, who visited there in the '70s, wrote:

Walsenburg is an old Mexican town. There are perhaps fifty houses in it, and more than half of these are the true Mexican huts,—mud floor, mud wall, mud roof; if there had been any way of baking mud till you could see through it, they would have had mud windows as well. As there was not, they compromised on windows, and have but one to a room, and many rooms without a window at all. These houses are not as uncomfortable as one would suppose, and by no means as ugly. The baked mud is of a good color, and the gaudy Roman Catholic prints and effigies and Shrines with which the walls are often adorned stand out well on the rich brown.

The mud floors are hard and for the most part clean and smooth. Gay blankets and shawls are thrown down upon them in the better class of houses; chairs are rare. The houses remind one more of bee-hives than anything else, they do so swarm at their one small entrance; women and girls are there by the dozens and scores, all wearing bright shawls thrown over their heads in an indescribably graceful way. Even toddlers of six and seven have their brilliant shawls thrown over their heads and trailing in the dust behind; I am not sure that they are not born in them. The little boys are not so much clothed; in fact, many of them are not clothed at all. . . .

All the women's voices were low and sweet; their eyes were as dark and soft as the eyes of deer, and their unfailing courtesy was touching. . . .

The Denver and Rio Grande railroad reached Walsenburg in '76 and besides aiding the coal industry, the farming and the ranching, its coming boosted the tourist trade, so much so in fact, that, as the story goes, the postal authorities changed the name of Walsenburg to TOURIST CITY in late 1887; but the Walsenburgers resisted so strongly that Tourist City was never accepted and the postoffice department capitulated before too many weeks had passed.

Why had this change of name been attempted? The answer seems to be in the fact that this was tourist country. Not only did travelers come to tour the coal fields but also to see the historic and legendary land of the Spanish Peaks, located south and west of Walsenburg. The peaks are appropriately named since they recall the days that the Spanish trod this land. These peaks now cast their protective morning shadows over the upper reaches of the Cucharas River, and their evening shadows over the headwaters of the Apishapa River. Before being named the Spanish Peaks, they were called "Huajatolla" (also written Wahatoya or Wah-toyah) by the Indians. Of this Indian name and history of the region, Louis B. Sporleder, Sr., wrote as follows in his fascinating pamphlet entitled *THE ROMANCE OF THE SPANISH PEAKS*:

An atmosphere of mystery has always surrounded the Great Double Mountain, known all over the country as the "Spanish Peaks." Much has been written of this lofty natural monument, and more will probably be written in days yet to come, for there exists a wealth of facts, his-

torical and traditional, connected with this unique landmark.

For thousands of years probably, the Spanish Peaks served as the guiding mark to ancient tribes of peoples, the Indians, the Spanish, the Canadian trappers and traders, and all distances, especially North and South, were reckoned or computed from the Double Mountain.

The plains Indians named them "Huajatolla" which means two breasts. Some of the aboriginal people rendered divine honors to this Mountain, claiming that all things receive their maintenance from that source, for they considered these gigantic Twin Peaks as the seat of the "Rain Gods", . . .

"Huajatolla," so we read from the pages of a booklet, published years ago, "are two breasts as round as woman's and all living things on earth, mankind, beasts and plants, derive their sustenance from that source; the clouds are born there, and without clouds there is no rain, and when the rain fails, we have no food, and without food—we must perish all." Beautiful is this simple sentiment of primitive people.

The Land of the "Huajatolla" in a large part has been good to the farmers and ranchers of this southern section of Colorado, and Walsenburg has remained an active trading post of the area. Today, the blending of cultural backgrounds and of the coal mining, farming and livestock economies continue to be characteristic of the modern Walsenburg. However, the coal industry has been on a decline for some years, so The City Built on Coal now depends more, as in its beginning, on farming and ranching for its livelihood; and, of course, Walsenburg still continues as a tourist city.

Chapter VI



“Cities” of ’76-’77

By AUGUST of 1876 and statehood for Colorado, San Miguel City, Capitol City, and Tellurium City were making their bids for fame in the southwestern section of the new state; the following year, two hopeful railroad “Cities,” Garland City and Arickaree City, appeared only to disappear again, and, in Custer County, Bassick City happily looked to a great future.

Placer mining along the San Miguel River led Thomas Lowthian, F. P. Brown and J. H. Mitchell to the lovely pine and cottonwood grove of San Miguel Park. Here, in August of ’76, these men planned and laid out SAN MIGUEL CITY. In order to keep the natural beauty of the spot, the trees were left standing and sparkling mountain rills carried water to the occupants of the dozen or so cabins. The townsite was surveyed in ’77, and within two years more settlers, mostly men, had moved to San Miguel City, boosting the camp’s population to 100 inhabitants with F. P. Brown as postmaster, J. E. Halserman as general merchant, Thomas Lowthian, sawmill operator, and a Mrs. Carroll as owner of the restaurant. Of San Miguel’s location, appearance and outlook in 1880, Crofutt wrote:

San Miguel, Ouray County, is situated on the river of that name, near its source, on the western slope of the Uncompahgre Mountains; altitude, 8,800 feet; population, 200. The location of the town, in the centre of San Miguel Park is quite pretty. It contains several good stores, a hotel, two stamp mills, and one concentrating works.

The mines in and about the town are both gold and silver lodes, and placer mines. . . . There are a great many gold mines in the vicinity, and some extensive placer mines, many of the latter are being worked by the hydraulic process, very successfully, by companies who have expended large sums in ditches, flumes, and other expensive appliances.

The country is surely destined to become the most important placer mining portion of the State, if not the world. The whole section for many miles along the rivers and streams, where prospected, are found rich in gold, but water is the one thing needful. . . .

A mile-and-a-half up the San Miguel River another town, gripped in the massive walls of the canyon, grew up to challenge San Miguel City. This second camp was called Columbia and had an advantage over the older settlement in as much as it was situated near the rich lode mines. Indications are that by late '80 Columbia had become Telluride because Crofutt, making no listing of Columbia, does include Telluride in that portion of his guide book entitled "Condensed Authentic Descriptions of Every City, Town, Village, Station, Post-Office, and The Important Medicinal Springs, Resorts, Parks, and Mining Camps In The State," In due time as the productive powers of the placers diminished, most of the inhabitants of San Miguel City moved up the canyon to Telluride, and San Miguel, no longer pretending to be a "City," gradually declined until the mid-'90s and the renewal of gold mining, when this camp, stirring from its torpor, came to life for a few years.

San Miguel County, with Telluride as county seat and mining center, has continued as a leading gold, silver, copper, lead and zinc producing region of Colorado—ranking first in total production of those metals in 1950 and again in 1953, and second only to Eagle County during 1951 and 1952. With the operation of the Idarado Mining Company's mill, Telluride and San Miguel

County now look forward to at least ten years more of active mining.* This mill treated 274,550 tons of the above mentioned ores from which a net income of 1,355,776 dollars was realized in 1955. San Miguel County is also in uranium and vanadium country, so the first part of the name of the former San Miguel City remains prominent in Colorado mining history.



Today ruins of a red brick mansion and a white schoolhouse mark the deserted site of the once ambitious CAPITOL CITY of Hinsdale County. First known as GALENA CITY, Capitol City was, as described by Frank Fossett,

. . . located at the junction of the forks of Hensen Creek, nine miles above Lake City, where the almost perpendicular peaks and ranges open out into a level valley called Capitol Park, most of which is embraced in the Lee town site patent. All around this enclosure are numerous silver-bearing veins, and Capitol itself seems destined to be an important smelting centre. Paying ores are plentiful and so are lead, iron and other fluxing materials. And right here among these rugged mountains of far away San Juan, where one would least expect to find it, is the most elegantly furnished house in Southern Colorado. The handsome brick residence of George S. Lee and lady, distinguished for their hospitality, is a landmark of this locality. The scenic attractions, delightful atmosphere and the hunting, fishing, and boating facilities make this a popular summer resort, while the pleasure-seeker and traveler will find the best accommodations that San Juan affords. At either end of the town is a smelter. The lower one was erected by Mr. Lee, and a trial run in 1879 gave \$3,900 in bullion. The upper one has lately passed into the hands of a company organized by George S. Lee, who is superintendent of the works. The furnaces were fired up early in the season of 1880. The plant comprises roasting furnaces, a blast smelting furnace, crushers, rollers, and all sampling apparatus and machinery necessary to keep the mill at work. There is ample water-power, and a flume 1,000 feet long has been constructed. The ore is received at the upper side of the

*The fall in price of metals during 1957 is bound to alter, if not cancel, this hopeful outlook.

mill and passes successively through the furnaces, one below another, until the bullion is produced. Timber is abundant in this locality.

Capitol City's leading citizen and promoter was, as Mr. Fossett implied, George S. Lee, who according to tradition was the one to change the name of the camp from Galena City to Capitol City. Tradition also suggests that it was Lee who pursued the dream of Capitol City's becoming the capital of the State, and perhaps the Lee home, with its spacious and elegant rooms, its tiny theatre, and its windows each framing a beautiful view, the governor's mansion. Such were George Lee's dreams and plans which never came true.

Capitol City's mining activity was crippled from the start by litigation. As early as 1880, Crofutt observed, "the owners are sitting and fighting, and two smelting works are idle; all waiting for something to turn up." Fortunately, the mining did gain a firm footing by the middle '80s and for several years Capitol City and the surrounding area knew what prosperity was; then came the collapse of silver and again activity in and about Capitol City slowed. The turn of the century and the discovery of gold brought another boom period, but this second boom was even shorter than the first and as the gold veins "petered out" so did Capitol City.



TELLURIUM CITY was another Hinsdale County mining camp, located south and a little west of Capitol City. There in '76 prospectors and miners delved into the district's five most promising veins; the Mountain King, the Allen Dale, the Troy, the Providence and the Little Sarah. This camp, no longer using the "City" in its name, was fighting for its very existence when George Crofutt visited there and found Tellurium

. . . a small mining camp, of a dozen persons, situated in Burrows Park, near the headwaters of the Lake Fork of the Gunnison River. The place was named for a kind of mineral that certain parties hoped to discover near, but up to this time, have failed in their efforts. Near is an expensive mill standing idle when we passed through the town in October, 1880. It is twenty-two miles west from Lake City; fare \$3.25; from Animas Forks, nine miles; fare \$1.50. . . .

Croftutt appears to have been the only traveler or writer to think Tellurium worth mentioning.



Down out of the mountains and on the eastern edge of the San Luis Valley was GARLAND CITY. In name, Garland City was connected with the early military history of the region; in purpose, with the Denver and Rio Grande Company's double-objective to build the mainline southward to Mexico, and to extend branch lines to help in the opening and developing of virgin regions throughout Colorado.

More than one hundred years ago that section of Colorado which is now the San Luis Valley was a part of New Mexico Territory. In this valley during the early 1850s pioneers introduced farming and stock-raising and the town of San Luis was founded. Since those early settlers needed protection from Indian raids, the government established Fort Massachusetts on the right bank of Ute Creek in the vicinity of Sangre de Cristo Pass. This fort proved to be poorly situated, so in 1858 Fort Garland was established six miles to the south. The name of this second fort was given in honor of Colonel John Garland who at the time was in command of the military in the district. Fort Garland was maintained as a military installation for twenty-five years, then abandoned.*

When the Denver and Rio Grande Railroad laid rails for its San Juan line across the Sangre de Cristo Mountains and into the San Luis Valley by way of La Veta Pass in 1877 a terminus was needed; so GARLAND CITY was built. Of this end-of-the-track "City's" beginning Helen Hunt Jackson, wife of William S. Jackson, a banker and later the president of the D. & R. G., wrote:

Garland City . . . is six miles from Fort Garland. The road to it from the fort lies for the last three miles on the top of a sage-grown plateau. It is straight as an arrow, looks in the distance like a brown furrow on the pale gray plain, and seems to pierce the mountains beyond. Up to within an eighth of a mile of Garland City, there is no trace of human habitation. Knowing that the city

*Fort Garland is now the property of the State Historical Society of Colorado.

must be near, you look in all directions for a glimpse of it; the hills ahead of you rise sharply across your way. Where is the city? At your very feet, but you do not suspect it.

The sunset light was fading when we reached the edge of the ravine in which the city lies. It was like looking unawares over the edge of a precipice; the gulch opened beneath us as suddenly as if the earth had that moment parted and made it. With brakes set firm, we drove cautiously down the steep road; the ravine twinkled with lights, and almost seemed to flutter with white tent and wagon-tops. At the farther end it widened, opening out on an inlet of the San Luis Park, and in its centre, near this widening mouth, lay the twelve-days' old city. A strange din arose from it.

"What is going on?" we exclaimed.

"The building of the city," was the reply. "Twelve days ago there was not a house here. To-day there are one hundred and five, and in a week there will be two hundred; each man is building his own home, and working night and day to get it done ahead of his neighbor. There are four saw-mills going constantly, but they can't turn out lumber half fast enough. Everybody has to be content with a board at a time. If it were not for that, there'd have been twice as many houses done as there are."

We drove on down the ravine. The hills on either side were sparsely grown with grass, and thinly covered with piñon and cedar trees; a little creek on our right was half hid in willow thickets. Hundreds of white tents gleamed out among them: tents with poles; tents made by spreading sail-cloth over the tops of bushes; round tents; square tents; big tents; little tents; and for every tent a camp-fire; hundreds of white-topped wagons also, at rest for the night, their great poles were propped up by sticks, and their mules and drivers lying and standing in picturesque groups around them. It was a scene not to be forgotten. Louder and louder sounded the chorus of the hammers as we drew near the centre of the "city;" more and more the bustle thickened; great ox-teams, swaying unwieldily about, drawing logs and planks; backing up steep places; all sorts of vehicles driving at reckless speed up and down; men carrying doors; men walking along inside of window-sashes, — the easiest way to carry them; men shoveling; men wheeling wheelbarrows; not a man standing still; not a man with empty hands; every man picking up something, and running to put it down some-

where else, as in a play, and all the while, "clink! clink! clink!" ringing above the other sounds, the strokes of hundreds of hammers, like the anvil chorus.

"Where is Perry's Hotel?" we asked.

One of the least busy of the throng spared time to point to it with his thumb as he passed us. In some bewilderment we drew up in front of a large unfinished house, through the many uncased apertures of which we could see only scaffoldings, rough boards, carpenter's benches, and heaps of shavings. Streams of men were passing in and out through these openings, which might be either doors or windows; no steps led to any of them.

"Oh, yes! Oh, yes! can accommodate you all!" was the landlord's reply to our hesitating inquiries. He stood in the doorway of his dining-room; the streams of men we had seen going in and out were the fed and unfed guests of the house. It was supper-time; we also were hungry. We peered into the dining-room: three tables full of men; a huge pile of beds on the floor, covered with hats and coats; a singular wall, made entirely of doors propped upright; a triangular space walled off by sailcloth, — this is what we saw. We stood outside waiting among the scaffolding and benches. A black man was lighting the candles in a candelabra, made of two narrow bars of wood nailed across each other at right angles, and perforated with holes. The candles sputtered, and the hot fat fell on the shavings below.

"Dangerous way of lighting a room full of shavings," some one said.

The landlord looked up at the swinging candelabra and laughed.

"Tried it pretty often," he said. "Never burned a house down yet."

I observed one peculiarity in the speech at Garland City. Personal pronouns, as a rule, were omitted; there was no time for a superfluous word.

"Took down this house at Wagon Creek," he continued, "just one week ago; took it down one morning while the people were eating breakfast; took it down over their heads; putting it up again over their heads now."

"'M waiting for that round table for you," said the landlord; "'ll bring the chairs out here's fast's they quit 'em. That's the only way to get the table."

So, watching his chances, as fast as a seat was vacated, he sprang into the room, seized the chair and brought it out to us, and we sat there in our "reserved seats" biding

the time when there should be room enough vacant at the table for us to take our places.

What an indescribable scene it was! The strange-looking wall of propped doors which we had seen was the impromptu wall separating the bedrooms from the dining-room. Bedrooms? Yes, five of them; that is, five bedsteads in a row, with just space enough between them to hang up a sheet, and with just room enough between them and the propped doors for a moderate-sized person to stand upright if he faced either the doors or the bed. Chairs? Oh, no! What do you want of a chair in a bedroom which has a bed in it? Wash-stands? One tin basin out in the unfinished room. Towels? Uncertain.

The little triangular space walled off by the sail-cloth was a sixth bedroom, quite private and exclusive, and the big pile of beds on the dining-room floor was to be made up into seven bedrooms more between the tables after everybody had finished supper.

Luckily for us we found a friend here, — a man who has been from the beginning one of Colorado's chief pioneers, and who is never, even in the wildest wilderness, without resources of comfort.

"You can't sleep here," he said. "I can do better for you than this."

"Better!"

He offered us luxury. How movable a thing is one's standard of comfort! A two-roomed pine shanty, board walls, board floors, board ceilings, board partitions not reaching to the roof, looked to us that night like a palace. To have been entertained at Windsor Castle would not have made us half so grateful.

It was late before the "city" grew quiet, and long after most of the lights were out, and most of the sounds had ceased, I heard one solitary hammer in the distance, clink, clink, clink. I fell asleep listening to it. At daylight the chorus began again, dinning, deafening on all sides; the stir, the bustle, every motion of it began just where it had left off at bed-time. I sat on a door-step and watched the street. It was like a scene in an opera. Every man became dramatic from the unconscious absorption in his every action. Even the animals seemed playing parts in a spectacle. There were three old sows out with their broods in search of early breakfast, and they wore an expression of alertness and despatch such as I never before saw in their kind. There were twenty-three in all, of the little pigs, and very pretty they were too, — just big enough to run alone, — white, and black, and

mottled, no two alike, and all with fine, pink, curly tails. How they fought over orange-peels, and sniffed at cigar-stumps, and every other minute ran squealing from under some hurrying foot! . . .

Then came a dash of mules and horses down the street, thirty or forty of them, driven at full gallop, by a man riding a calico horse and flourishing a big braided leather whip with gay tassels on it. They, too, were going out to meals. They were being driven down to a corral to be fed.

Then came a Mexican wagon, drawn by two gray and white oxen, of almost as fine a tint as the Italian oxen, which are so like in color to a Maltese kitten. They could not, would not hurry, nor, if they could help it, turn to the right or left for anybody. Smiling brown faces of Mexican men shone from the front seat, and laughing brown faces of Mexican babies peeped out behind, from under the limp and wrinkled old wagon cover, which looked like a huge, broken-down sunbonnet. There are squashes and string-beans and potatoes in the back of the wagon to sell; and, while they were measuring them out, the Mexicans chattered and laughed and showed white teeth, like men of the Campagna. They took me for a householder, as I sat on my door-step, and turned the gray oxen my way, laughing and calling out: —

"Madame, potatoes, beans, buy?" And when I shook my head, they still laughed. Everything seemed a joke to them that morning.

Next came a great water-wagon, with a spigot in its side. Good water is very scarce in Garland City, as it is, alas, in so many places in Colorado; and an enterprising Irishman is fast lining his pockets by bringing down water from a spring in the hill, north of the town, and selling it for twenty-five cents a barrel. After he had filled the barrel which stood by my friend's door, he brought a large lump of ice, washed it, and put it into a tin water-pail of water on the table.

"Where did that ice come from?" I exclaimed wondering if there were any other place in the world except America, where ice could be delivered to families in a town twelve days old.

"Oh, just back here from Veta. The people there, they laid in a big stock last winter, and when the town moved on, they hadn't any use for the ice, 'n' so they pack it down here on the cars every day."

"The town moved on! What do you mean by that?" I asked. "Why, most all these people that's puttin' up

houses here, lived in Veta three months ago. They're jest followin' the railroad."

"Oh," said I, "I thought most of them had come from Wagon Creek" (the station between Veta and Garland City).

"Well, they did stop at Wagon Creek for a spell; nothin' more than to check up, though; not enough to count. . . .

And so it was that Garland City's life-span, too, was but a few months, for in the spring of '78, as the railroad progressed south-westward every wall, every chair and every dish of this "City" was loaded "on wheels" and moved to the new terminus of Alamosa.

The route on which Garland City played its brief part was both historic and scenic. The historical aspects were not only related to the struggle between the Rio Grande and Santa Fe railroads, but also to the struggle of developing the natural resources of southwestern Colorado. There is no better description of this route and the surrounding countryside, starting at Walsenburg and ending at San Antonio, than the one George Crofutt wrote some seventy-eight years ago:

WALSENBURG is the first station, . . . It is tastefully laid out, having been settled by a colony of Germans, who are engaged in agriculture and stock-raising. . . .

From this the grade will be heavy, until we reach the the summit of the mountain.

In passing along up the creek [the Cucharas], it will be noticed that nearly all the settlers are Mexicans or Spanish, and they observe all the old customs of Spanish countries, particularly in their cultivation of the soil. They ignore the usual implements of husbandry to a great extent. They tickle the ground with a wooden plow; cut their grain with hand knives; thresh it out with goats, clean in the wind by dropping it to the ground from an elevated position when the wind is blowing. Then when the grain is gathered and cleaned it is pounded to a powder between large flat stones. Goats and sheep are their stock in trade. Their houses are of adobe, or, at best, logs, and the number of children is only equaled by the number of dogs; but all seem happy, . . .

WAHATOYA is the next station, six miles from Walsens, . . .

To the left, after leaving the station, a beautiful view can be had of the Spanish Peaks. . . . Continuing a little farther, we have a fine view of Veta Mountain on the right, and the Sangre de Christo directly ahead. From the last station it is eight miles to

LA VETA — elevation 6,970 feet.

At La Veta all extra cars are left behind, an extra locomotive is added, and the train starts out on an *average grade* of 211 feet to the mile, for twenty-one and a half miles. In some places the grade is much higher, but the passengers need not fear, as the road is well built, the ties are close together and double-spiked — the engines and cars first class, while the road-bed is blasted from the mountain side, making it as solid as the everlasting hills upon which it rests.

Leaving La Veta, our course is almost due west, winding up Middle Creek, and then on to a high plateau and up Veta Creek. . . . Continuing on up the creek, eight miles from the station, we arrive at

OJO . . . , by looking directly ahead, away up on the top of a round, flat-topped mountain—called "Dump" Mountain, apparently some great fortress — can be seen a lone tree. . . .

Again we proceed. . . . Up! up we go! Keep your eye to the left now! See! away up the mountain — there is the road — can our train ever get there? We are turning gradually, the little valley is becoming a mountain gorge, narrow, dark and gloomy. We are climbing up the Mule Shoe. . . . We are climbing the world — higher and higher. Now look down on the *left* what a beautiful scene! and the higher we go the grander the view. Ah! here we are at the point of the mountain. . . .

Now stop a moment and take a look around. "Old Veta" just to the north — across the chasm, has "come down a peg" — is not near as high! The Spanish Peaks, too, look *low*. . . .

Our course is now to the right, and follows around the mountain to the south — up around the head of a deep ravine, . . . ever upward—but the chasms and ravines are decreasing. Another turn, and we are at the

SUMMIT OF LA VETA PASS — 9,339 feet above the level of the sea; 1,097 feet higher than Sherman on the Union Pacific Railroad. . . .

This station is situated in a grove of timber which obstructs the view, . . .

Leaving the Summit, our train will descend on the south for seven miles, on as heavy grade as when climbing up the northern slope. On the route down there is little of interest; there are several saw mills, and timber on each side of Sangre de Christo Creek—down which our train rolls — passing SANGRE DE CRISTO side-track, two miles from the Summit; and five miles farther arrives at

PLACER — The *best* meal station on the road, price, seventy-five cents. George W. Morton is the caterer; and we love to encourage him in his laudable enterprise.

Soon after leaving Placer, Mts. Blanca and Baldy — can be seen rising heavenwards. . . . [about seven miles below Placer the train passed by what once had been Garland City]. Rolling down this narrow valley — we emerge to light and beauty — catch a glimpse of the broad plains of the San Luis Valley and stop at

FORT GARLAND — Thirteen miles from Placer, twenty-four miles from Alamosa, and 266 miles from Denver. The "Fort" — without fortification — is occupied by a small number of soldiers — and usual appendages. . . .

Leaving Garland, a straight and continuous run of twenty-two miles brings us to the bridge over the Rio Grande del Norte. The views have been very grand. Immediately on our right is Mt. Blanca. . . . Just north of Blanca, an attendant on his highness, is Baldy, . . . On the south and west sides these mountain peaks rise from the plains without the usual foothills; not so to the east. To the north the range extends for many miles, . . .

SAN LUIS PARK or valley, is near eighty miles in length; in a general north and south direction; varying in width of from ten to fifty miles, bordered on the west by the lofty range of the San Juan Mountains. The eastern portion of this valley, north of the railroad, receives the water of numberless springs and mountain streams, away up to the Cochetopa Hills and Poncha Pass, but has no outlet; like the great basins in Utah and Nevada, the waters sink. Again, the central portion alluded to above, like the central portions of the great basins of Nevada and Utah is valueless, while the outer edge or near the springs and streams, where water can be had for irrigation, abundant crops are raised.

Along the Rio Grande, Rio la Jara, Saguacha, Carnero, Upper San Luis, Rio Culebra and Rio Conejos, the soil

is rich and very productive, and the country well settled and cultivated; but here again, irrigation is necessary to insure a good crop. . . .

Stock-raising is the principal industry in the San Luis Park at this time. Cattle, sheep and horses graze at will, over the greater portion.

Crossing the bridge, we are soon at

ALAMOSA. This is a live western town, from which stages and an enormous amount of merchandise, machinery, etc., start north daily for the San Juan and Gunnison country. . . . Alamosa is situated on the west bank of the Rio Grande, almost in the center of San Luis Park. . . .

Leaving Alamosa our course is west of south, fourteen miles, and we cross the Rio la Jara, from which it is fifteen miles to

SAN ANTONIO, situated on San Antonio River, about fourteen miles west of the Rio Grande, and one mile south of Conejos.

The NEW MEXICAN EXTENSION of the Denver & Rio Grande Railway, branches off at this station, south, and is completed and cars running to Baranca, sixty-six miles distant. . . .

The SAN JUAN EXTENSION commences at San Antonio, and its general direction is due *west*, but the track runs *literally* to all points of the compass within the first twenty-five miles. During the construction of this part of the road, we rode over it on the top of a box-car, in company with many laborers and a few "pilgrims," when one of the latter declared "this road is almost as crooked as his Satanic Majesty's." One of the employes near, heard the remark, and probably thinking it rather disparaging to the road — that it was not up to the standard of progress — answered, while casting a withering look of pity on the speaker: "Is that all ye know about railroading? The Denver & Rio Grande can bate all the Majesties in the world, the Divil, too; and his uncles, and his aunts." The fact was at once conceded.

Croft's description, his observations and impressions along this section of the Denver and Rio Grande have taken us many miles away from Garland City, unless it is remembered that some of

the houses in Alamosa were originally the ones which made up Garland City; in fact, there is the probability that the laborer of the above story lived in one of the ex-Garland City houses.



ARICKAREE CITY, also founded in 1877, was in the north-eastern part of Colorado near a one-time watering place for buffalo on the North Fork of the Arickaree River. During the early 1880s, Arickaree City grew into a small community of one church, one school, one grocery, one newspaper, one livery stable, a limited number of homes, and unlimited hopes of becoming a railroad shipping point and center. But the railroads passed by without even noticing this "City"; so by the mid-'90s the town was deserted. Then in 1935 a cloudburst hurried across the countryside to wash out all evidence of the "City," but the first part of the name is carried on by present day Arickaree in Washington County.



Querida, located in the well-favored Wet Mountain section of Custer County, started out as BASSICK CITY. Early in 1877, Edmund C. Bassick, a pioneer prospector of the district, could not resist an old prospect hole which he passed daily as he went to and from his tunneling job on Tyndall Hill, better than two miles north of his cabin in Rosita. Others had dug on what was to become Bassick Hill, but not finding the rich mineral they sought, they soon abandoned their diggings. Perhaps Bassick recognized indications of valuable ore in the old prospect hole since he had mined pretty much all over the world; perhaps he merely was fascinated by the chlorodized rocks which he uncovered. Which-ever the case, Frank Fossett recorded that after Bassick re-located the claim he had some surface ores assayed which brought him thirty dollars. That was more than he was making on Tyndall Hill, so he quit his job there and started development work on his own property called the Maine after his native state. Bassick received 12,000 dollars for the first ten tons of ore he had milled, and from that time on both Bassick and the camp growing up around the mine were on their way. Although E. C. Bassick wasn't one to keep records, estimates are that the Maine or Bassick mine

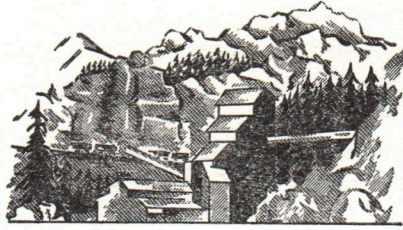
produced a half-million dollars worth of mineral up to 1879, when the discoverer of the vein sold out to an eastern company. During that year and a half the camp enjoyed good times under the names of Bassick City and Bassickville; then, when the New York Company took over, it became Querida. In connection with this re-naming, legend says that David Livingston, who was the nephew of the undaunted explorer of African fame and who had come to Rosita in the early '70s from Scotland "by way of the East Indies, Japan, the Polar regions, Arizona and Hardscrabble Canon," suggested that Bassick City and/or ville be called Querida, Spanish for "darling" or "beloved," since the location was the "dearest" place in the world to him.

The Bassick Mine is reported by Charles Henderson to have produced another 1,500,000 dollars up to 1885; but after that litigation brought downfall to the district, and by 1899, the COLORADO STATE BUSINESS DIRECTORY entered Querida as an "Old mining town in Custer County. Population 100." Two businesses, the Bassick Mining and Milling Company, and L. G. Reeves, general merchandise, were the only ones listed.



To the north of Querida was still another of the "Cities" of '76-'77. This was HALL CITY in Hall Valley, Park County; and the settlement is more commonly remembered as Hall Valley which took its name from the mining company managed by Colonel J. W. Hall. According to historian Frank Hall, "extravagant and incompetent direction" ruined the mining company, and the "City" was quickly forgotten. The Hall Valley mines were primarily silver, and they, along with the Clear Creek and Summit counties' silver operations, seemed to have foretold of Colorado's great Silver Decade of the 1880s.

Chapter VII



“Cities” Galore!

THE DISCOVERY of carbonate of lead ores laden with silver made by William H. Stevens and Alvinus B. Wood on the mountain slopes rising from California Gulch signaled the start of the silver rush of the late 1870s and early 1880s. Mining “Cities” sprang up around all discoveries made following the Stevens-Wood find, not only in the Leadville district but also to the north, the east, the south, and the west. In the vicinity of Leadville there were five so-called “Cities”: the second Oro City was revived to bustling activity by 1879; Adelaide City was founded in Stray Horse Gulch two miles east of Leadville; Chalk Creek Ranch, ten miles north-east of Leadville, took the name of Tabor City; westward, Junction City was started at the junction of Colorado and Little or East Frying Pan gulches;* and on the west side of Mount Massive was Massive City.

*Little Frying Pan Gulch (a tributary of the Arkansas River) was distinct from West or Big Frying Pan Gulch which heads on the western slope of Mount Massive and flows into the Roaring Fork River. The East or Little Frying Pan Creek and Gulch later became known as Rock Creek Gulch to avoid confusion with the larger, more famous Frying Pan Gulch of the Western Slope.

When Frank Fossett wrote that the population of ADELAIDE CITY in 1879 "was said to be several hundred and increasing rapidly," the camp had seven streets, thirty-six log cabins, twenty-eight frame buildings, four saloons, a drug store, a grocery, two laundries, a variety store, one smelter, one mining engineer's office, one lawyer, and one penny postoffice. Adelaide City, like Oro City, saw busy times, not only during the silver boom but also during the gold excitement before and after 1900. But since then, the buildings of Adelaide City, unable to withstand the winds and storms which sweep Stray Horse Gulch, long ago tumbled to the ground.*

Although nothingness now marks the sites of Adelaide City and the second Oro City, there is activity just north of the site of the first Oro City. There Leadville—whose citizens have refused to let their Cloud City die—builds again with new schools, a new court house, a new bank building, a new hospital, a new Elk's home, a new Chamber of Commerce building, and new housing developments.

Leadville, county seat of Lake County since 1879, has been the center for mining activities in this district, and statistics reveal that Lake County has produced 107,721,121 dollars worth of lead, 195,413,951 dollars of silver, 115,140,701 dollars of zinc, 15,162,107 dollars of copper, and 66,144,179 dollars of gold between the years of 1859 and 1953. This means that Lake County ranks first among all Colorado counties in the total production of lead, silver and zinc, second in copper and fourth in gold. Today the major mining operation in Lake County is the Climax Molybdenum Company, "the world's largest underground mine."

In retrospect, one wonders why Climax has never presumed to call itself a "City." Outside of this camp's timberline location atop Fremont Pass, there have been as many reasons, probably more, to inspire a "City" name here as of any townsite in Colorado. In the beginning Climax might have been named Senter City had molybdenum been of any commercial value when Charles J. Senter staked out his find on Bartlett Peak back in 1879; or it might have been called Fremont City rather than Fremont Pass when the

*The site of a PARK CITY near Leadville, given in Blake's 1880 *HAND-BOOK OF COLORADO* would indicate that this Park City was either the predecessor of or another name for Adelaide City.

Denver and Rio Grande Railroad built an extension northeastward from Leadville to the Ten Mile district in the autumn of 1880. The camp could have been changed to Summit City or even Climax City when the name of the station on the Colorado and Southern railway (successor to the D. & R. G.) became Climax, the high point on the line. It might have been renamed King City had Otis A. King, purchaser of the Senter claims, been able to get enough financial backing for development work and the building of a molybdenum ore-treating mill on the spot; or it might have been Schott City when the Climax Molybdenum Company with Max Schott as president located claims on Bartlett Peak; or there might have been two rival camps, King City and Schott City, during the second decade of this century when the opposing interested parties fought for control of the molybdenum deposits. Today this prosperous town could be called Moly City, nickname for the steel-hardening alloy; or Glory Hole City because of the gigantic pit, gaping in the background on Bartlett Peak's western slope. Any of these "City" names could have been but weren't, and Bayard Taylor for one would have been happy to know that the builders of Climax have resisted all such temptations.*



When mineral discoveries were made on Chalk Creek, a tributary of the Upper Arkansas River, the prospectors happily staked out their claims and platted a town on the land known as Chalk Ranch which they renamed TABOR CITY. Shortly thereafter the April 17, 1879, Leadville DAILY CHRONICLE reported:

Colonel Taylor has just closed a bargain for the purchase of the town site formerly known as Tabor City, together with the rich lodes upon which the place is located—and given to the thriving young city his own name, which is a synonym for the rapid progress which it is sure to make in the immediate future.

Nonetheless, as the fame and fortunes of H. A. W. Tabor continued in their spectacular rise while those of Colonel Taylor declined, the miners of the district insisted on retaining the name

*In 1958 Climax Molybdenum Co. consolidated with American Metal Co., Ltd., and the new company is known as the American Metal Climax, Inc.

Tabor in the hope that their "City" would grow as rich as the man whom they so honored.

Tabor as the postoffice was listed, or Tabor City, as the one hundred and fifty inhabitants preferred to call the camp, had one store and a dozen or so assorted lodgings, and a mail service problem as shown in the following article taken from the June 26, 1880, issue of the DAILY CHRONICLE:

Long delay and great trouble have always been experienced in communication with the towns in the Ten Mile district. Although Kokomo is only eighteen miles away, it has been impossible, as a rule, to get a letter through, either way, under a week. This is simply inexcusable. Tabor City, ten miles away, is almost inaccessible by mail. As illustrating how the service is conducted, we append a letter received last night. . . .

"TABOR, LAKE CO., June 14, 1880

"To the Editor of the Chronicle:

"Will you please inform me if there is a possibility of my being able to procure your valuable weekly? On April 23, 1880, I registered a letter with \$5 in it to you, requesting two copies to be sent, one each to John P. Scarff and E. N. Scarff at this office. I have reason to believe you received that letter by the postmaster's receipt filed here at Tabor City, but your paper does not come. . . . My district here is growing fast and people are coming in, and we are about ten miles from Leadville, and yet THE CHRONICLE can't be gotten here, even by paying in advance for it. This is not the first time complaint of this character has been made. I hope you will try and remedy this evil, for I want the paper and do not want to complain at anything. Newspapers cause advancement, progress and civilization, in their being read by the mass of people, but they must first be able to receive the paper. I hope this evil will be overcome.

With great respect,

E. N. Scarff."

Now, if anybody can imagine a thing, which will harrow up the soul of an honest editor worse than such a letter, let he or she come forward. It is dated June 15, and has been thirteen days on the road, arriving last night. Mr. Scarff thinks that we have deliberately robbed him—for no other term covers such a crime as he charges—and our books show that the papers he subscribed for have been mailed regularly.

So far as our own postoffice is concerned, a careful examination of its workings shows the prompt and accurate forwarding of all mail placed in its care. The delay and blunders, therefore, lie at the doors of such outside offices and agents and THE CHRONICLE demands reform—immediate and radical.

Apparently reform was forthcoming because several weeks later THE CHRONICLE carried a brief notice that the postmastership at Tabor City had been changed. Furthermore, the mail service to and from the town must have been speeded up late in the fall of that year after the Denver and Rio Grande completed its extension to the Ten Mile region with the line's terminal at Kokomo.

As mining decreased in the vicinity of Tabor City the settlement returned to its original name and status of Chalk Ranch, and all hope of ever becoming a town, let alone a "City," vanished years before Horace Tabor's fortune and fame suffered reverses in the latter part of the 19th century.



During the territorial days of Colorado, the most favored name for "Cities" had been Park City; during the early '80s, the most favored name became Junction City. The JUNCTION CITY at the confluence of Little Frying Pan and Colorado gulches had all of three cabins and a helter-skelter of tents. The inhabitants of the camp worked the Kerby Placer which was situated just below the "City." Farther up both gulches were lode claims of some promise and, had the miners been able to promote or build a stamp mill and procure enough capital to develop the mines in those gulches, Junction might have amounted to more. But since the mining throughout the section was spasmodic, the miners soon got out of the habit of thinking of, or speaking of, their camp as Junction City; and although those cabins stood for many years, they kept well their secret of once having been a "City."



One of the routes to the Defiance Mining District, which was located west and north of today's Glenwood Springs, was the Frying Pan-Roaring Fork Trail. William Markt took this route much to his discomfort and displeasure in July of 1880. On leaving Leadville, he headed in a northwesterly direction and had no

trouble in finding the toll gate some eight miles out. After paying fifty cents apiece for his two pack animals at the gate, Markt was able to follow the trail for a block, perhaps two, and then the trail simply was no more; nonetheless, he made his way over the northerly ridge of Mount Massive without too many hardships. Then, descending westward along the Big or West Frying Pan River, Markt encountered "multitudinous rocks" on the pathway and on the footbridges. Of the canyon trail, he reported, on his return to Leadville, as follows:

. . . steep rock-steps often two feet and more high, crevices in which there is hardly room enough for a horse's hoof, impede and endanger progress; the terminus of the cañon is called "Devil's Gate," a most appropriate name, and a good many who pity their animals, carry the loads down it on their shoulders, as they, in case of a slip, can throw the load off, which an animal could not do.

After crossing a swamp through which Markt again had difficulty in keeping to the trail since there were no markers and where an animal's hoof left "no imprint on the mossy, elastic soil," he came to "of all things a city!" This mining camp, which Markt said was located one-and-a-half miles from Lime Creek and which consisted of "one double cabin without door or windows," bore the name of MASSIVE CITY. From Massive City, Markt continued on down Big Frying Pan Gulch to its mouth. This part of his journey took him two days and during those two days he did not meet one man. His comment was that this lack of travel showed "the trail is evaded by all who know it." The remainder of his journey down the Roaring Fork to its junction with the Colorado River and on to the Defiance district was not tedious; but, needless to say, Mr. Markt returned to Leadville by way of the Eagle River-Battle Mountain-Tennessee Pass trail.

Massive City, which grew but little during the next year, had a day of violence in the autumn of '81. The story of this day was recorded in the October 19th issue of the Leadville DAILY CHRONICLE and was substantially as follows:

Massive City, at the head of Frying Pan gulch, is not much of a metropolis, a couple of saloons and a keno tent are its most imposing edifices, but in spite of these discouraging circumstances it now and then comes to the front with a sensation second to none. Last Sunday was

one of those cheerful occasions, and Frank Sherman of this city, who has just come in from over the range, tells the harrowing story. The Sabbath was bright and peaceful, a few miners quietly playing draw poker in one of the tents, and with no presage in anything of impending danger. . . . The day before a German by the name of Schults had fallen in an epileptic fit while standing in his doorway. He emerged from the severe spasm but was in far from a hilarious condition. His mind wandering ever since. The friends who took and put him to bed had difficulty in holding him there. Sunday before noon he fell in a peaceful slumber; and his watchers thought it safe to leave him alone in his cabin. His friends were gone for 10 to 15 minutes. On returning they hurried along when they heard hoarse laughter in Schults' cabin. Then he slammed the door violently shut, and dragged a heavy object across the floor.

The friends became alarmed that Schults would do himself harm, and decided to break down the door. They vigorously kicked the door and demanded admittance. There was no reply, then the muzzle of a gun appeared in the interstice between the walls and the roof of the cabin.

"Get away from there, you . . . of . . . , or I'll kill you!"

They knew that Schults had a fine rifle and was an accurate shot, so they did not spend any unnecessary time in getting out of range. What was causing him to act like a maniac they did not know, but they did know that no one would be safe in the immediate proximity.

The roof of the cabin was joined to the walls by a strip of about four inches of mud, which he poked out, making a loop-hole all the way round. This placed him in command of a formidable fortress from which he could sweep the whole town. His two friends, hiding behind another cabin, decided to warn the camp and made a run for the saloon. . . . Its being noon they felt the majority of inhabitants would be there.

As soon as they emerged from behind the cabin, Schults on the lookout for them fired away. The bullets flew far from the mark, but the two made the best time on record in getting to the shelter of the saloon. There their story produced the wildest consternation. Discussion of politics and religion at once were dropped and the men's brains went to work on some way to dislodge the lunatic. The plans suggested were unique. One man suggested that trenches be dug to his door, another that a

stick of giant powder be ignited and hurled at his residence, and still a third that a general rush be made. All agreed. But, when the man predicted that Schultz could not kill more than two or three before he was overpowered, the others said that the proposer should lead the van, a position of honor which he modestly declined to accept.

Meantime a fusillade opened from the cabin and shots crashed into tents and cabins in the vicinity of Schultz' cabin. The result was a general stampede for the saloon which was solidly constructed of logs and bullet proof and here the inhabitants gathered in frightened consultation. Thus the anything but happy hours passed away, shots coming at intervals of about fifteen minutes, from the cabin, the crazy miner evidently intending to let them know that he still lived. Now and then a bullet would strike the saloon with a smash. Everyone would jump, feel himself to see if he had been hit; then take another drink as a bracer. One man walked cautiously to the door, and extending an arm around the side of the wall, discharged three chambers vaguely in the direction of Schultz' cabin. Schultz' rifle boomed back. The miner darted back from the door, taking refuge behind the bar. An idea occurred to one of the beleaguered party that the madman might take it into his head to come out of his cabin and make a raid on the saloon. So a rude barricade was erected in front of the door. The miners then waited developments. As the afternoon waned, the sentinel stationed at the peep-hole, leaped down shouting:

"He's comin'!"

A frantic scramble was made for the rear of the bar. A dreadful five minutes elapsed—everybody in momentary expectation of the savage monster appearing at the threshold. Someone ventured to look through a chink in the wall and saw that Schultz was lying prone on the ground, apparently dead in front of his cabin. When it was ascertained that he did not have his gun, a general rush was made for him. He was securely tied and carried back to his cabin. The interior of which was in the wildest disorder, stove over-turned, furniture scattered everywhere. The gun that had kept the whole town at bay was discovered after a long search thrust across the timbers of the roof. Its last shell was exploded and no more were in the house.

Schultz himself was perfectly limp and helpless, then had several violent fits. When Sherman left the camp, the unfortunate man was imprisoned in a rude straight

jacket and raving furiously. Massive City was slowly recovering its equilibrium and promised to regain its usual condition in a week or two.

Schults is reported to have died soon afterwards; and, even though Massive City did "regain its usual condition," the camp had only a couple more years to live before it faded away to become one of Colorado's least remembered pseudo "Cities."



Summit County, one of Colorado's original counties, was at the time of territorial organization of "immense extent," spreading across the Territory's northwestern section from the Snowy Range to the Utah border and from the northern boundary of Lake County to the Wyoming line. Later four counties were set off from Summit County: Grand in 1874; Routt in 1877; and Eagle and Garfield in 1883.

Across Tennessee Pass in that part of Summit County which later became Eagle County, gold and silver discoveries were made in the Red Cliff and Holy Cross regions in 1879 and 1880. According to Hall, among the first settlers in the Eagle River Valley were Frank Benjamin and C. C. Welch with placer claims plus a townsite located in the top of Eagle Park on the western side of Tennessee Pass. Although Hall does not give the name of the townsite, it must have been EAGLE CITY. An unidentified correspondent writing to the Leadville DAILY CHRONICLE on the 28th of May, 1879, penned the following:

To the Editors of The Chronicle:

I promised that I would write about Eagle river. We crossed the Tennessee Pass last week. It is the lowest pass in the Rocky Mountains, and connects with a splendid road for Eagle City. The city has eight or nine cabins and more going up, and about a dozen tents. Things in general look as if it is going to be a town. We cross the river at Eagle City and march down a beautiful park. Green grass is thirteen or fourteen inches high, birds are singing and posies sparkling. We find prospectors all the way down. About fifteen miles below Eagle City, at Battle mountains, we find numerous prospectors who have been here since last winter, and they all have got it as the saying is.

In 1880 another letter-writer described Eagle City in one of his letters published in Central City's DAILY REGISTER-CALL on July 15, 1880. His group had gone through South Park, across the Continental Divide and into the Ten Mile district. After looking at several mines around Robinson, they went directly west and again crossed the Continental Divide between North Sheep and Sheep mountains. After descending a little distance below timber-line, the correspondent wrote:

Here we struck an Indian trail along the base of Sheep mountain, and came up with two miners on their way to Red Cliff via Eagle City, who kindly consented to act as our guides until we reached the valley. But, oh such a trail. Neither tongue nor pen can describe it. We rode over burned and fallen timber tangled in all conceivable shapes; along dangerous paths on the mountain sides, down steep declivities, where several hundred feet below, we could hear the water falling over precipices, and dashing and leaping from rock to rock. We were frequently obliged to dismount and lead our horses, and found it difficult to keep right side up; but the scenery was grand and sublime, snow clad peaks above timber-line, water falls, fine timber in abundance, and fine pasture down the Eagle river, which we cross and recross many times. This valley is from one to one and one-half miles wide as we approach Eagle City. This new city consists of six houses and cabins and three or four unfinished cabins. We paid nine cents per pound for oats for our horses here. One and one-half miles below we reached the prospectors' cabins in front of Elk Mountain at 5 p.m.; here we halt for the night and remain four days.

From the front ledge of Elk Mountain we had a very fine view of mountain of Holy Cross (a perfect cross of snow). This mountain is noted for the fact that it is the point from which all surveys are taken in this part of Colorado.

More Anon.

Trio.

By the end of 1880, the placers around Eagle City were not producing as expected and its citizens either moved on or secured employment in the wood-burning kilns in the southern end of Eagle Park. This charcoal camp was known as Mitchell and is still on some highway maps, but Eagle City is only a name found in the 1879 and 1880 newspapers.

Early in August of 1880 a rich discovery of free gold was made in La Fave Gulch, east of the Mount of the Holy Cross, northern anchor peak of the Sawatch Range. The DAILY CHRONICLE of August 11th reported the following on this discovery:

. . . This is somewhat remarkable as the specimens were merely outcroppings and picked up from the surface of the ground. . . . The strike has occasioned much excitement in the neighborhood and the gulch where it is located is filled with prospectors. But very slight excavation has been made as yet and it will be impossible to make any certain prediction until the work has progressed further.

The Holy Cross Mining District was established later in the month and embraced 100 square miles. A miners' organization with Emerson Gee as president and Archer Simmons as secretary was formed at the same time, and as more miners came to the district, two camps were founded on the Mount of the Holy Cross. The first of these camps was called Gold Park and the second, HOLY CROSS CITY. Securing a foothold on the very mountain's side, this "City" prospered, and by 1883, had, according to the Colorado business directory a population of 200 with R. W. Morrow as postmaster; F. M. Skiff, justice of the peace and notary; Dr. W. C. Roby, druggist; Mrs. S. L. Passmore, proprietress of the Timberline Hotel; Mrs. M. E. Park, Mrs. D. McMallan, and Mrs. L. Goodall, boarding house keepers; T. A. Hawly, operator of the general store; Michael Keating, shoemaker; and James Wright, saloon keeper. The Mount of the Holy Cross School District also was established in that year. For a few short-seasoned years a fair quantity of gold was dug from the timberline-and-above lodes and panned from the placers along the streams, keeping Holy Cross (which had dropped the "City" by the mid-'80s) and Gold Park industrious camps. Then both sources of the precious metal gave out, and only a few of the most optimistic miners stayed on in the district. Their optimism did not pay off and they, too, finally left.

In present times annual pilgrimages are made to the Mount of the Holy Cross which was designated a National Monument in 1929.* During and since World War II, the old sites of Eagle

*Mount of the Holy Cross no longer retains this designation.

City and Holy Cross City were a part of the Camp Hale Army Reservation in which men were trained as ski troopers, rock climbers, and mule packers—that is until December of 1956 when the army mule was replaced by the helicopter for the job of taking supplies, equipment and light artillery into high country. Camp Hale itself was put on a stand-by basis in June of 1957.



Hanging from the cliff-like sides of gold, silver, lead, zinc, and copper-veined Battle Mountain were a number of mining camps in the early '80s. At that time they were primarily silver camps and included Ore Creek, Horn Silver, Coronado, Clinton, Bell's Camp and ASTOR CITY. Astor City, six miles north of Red Cliff on Kelly's Toll Road, was typical of the lot, consisting as it did of a few bough huts, a cabin-store, and a log-saloon. Sooner or later all of these camps, except Clinton, slipped from their lofty perches. Clinton, after two changes of name, became Gilman, which today houses the staff and employes of the Empire Zinc Company of New Jersey. Because of this mining company's operations on Battle Mountain, Eagle County remains one of the top ranking counties of Colorado in total value yield of gold, silver, copper, lead and zinc, having produced 7,175,976 dollars worth of mineral in 1950; 12,713,505 dollars in 1951; 10,382,479 dollars in 1952; and 5,440,235 dollars in 1953.



In that part of Summit County which later became Garfield County, groups of enthusiastic prospectors and town promoters did their utmost in the spring and summer of 1880 to establish three "Cities," namely, Carbonate City, Defiance City and Blake City. But their efforts as "City" promoters came to naught in a matter of a few years for Carbonate City and, almost immediately, for Defiance and Blake "Cities."

Even though this part of Colorado was still Indian reservation land, small parties of prospectors looking for carbonate deposits are believed to have entered this section of the Grand (now the Colorado) River Basin during 1878 and 1879. One of these groups of intrepid men resolved, as Frank Hall wrote, "to prosecute the search, but fearing attack and expulsion should the rightful owners—the Utes—find them on forbidden ground" built "a rude fort of

pine logs and named it Fort Defiance." This fort was located about six miles northwest of the junction of the Grand and Roaring Fork rivers. What appeared to be an abundance of carbonate of lead and silver ores was uncovered by George Ryan a dozen or so miles north of Fort Defiance. Here on high and rough plateau land at an altitude of better than 11,000 feet above the sea, a tent, dugout and cabin "City" called CARBONATE CITY had its start in the spring of '80. Further prospecting proved that the general run of ores was too low in quality to pay for large scale developments and the growth of a "City." "Up to the spring of 1883," wrote Hall, "not a single house or improvement of any kind marked the camp." But also in the spring of that year, another flurry of carbonate excitement occurred with the result that the Carbonate Town Company was formed and later in the summer when Garfield County was organized, Carbonate, no longer using the "City" in its name and with a reported population of 300 persons, became the county seat. Carbonate was not to hold this honor long, however, for a new town by the name of Glenwood Springs at the joining of the Grand and Roaring Fork rivers was declared the capital of Garfield County in August of 1883.

Glenwood Springs, today a spa and busy year-round resort with a penchant for Strawberry Festivals and Sport Car Rallies, and a ranching and supply community, was built near the site of Defiance which at first was planned and advertised under the name of DEFIANCE CITY. An account of the promotional campaign for the establishment of Defiance as a "City" was published in the May 19, 1880, Leadville DAILY CHRONICLE, reading,

THE DEFIANCE DISTRICT

This portion of the Grand River valley had hitherto been forbidden ground and a sealed book to the hardy pioneer and prospector. The fear of the Indians has kept its pleasant valleys from being converted into cattle and hay ranches, and the rugged ranges bordering it from being prospected for the rich treasures of mineral, that were always thought to exist there. But during the whole of last autumn and winter the daring explorers were checked by the White River massacres in which Major Thornburg's command, as well as the Agency people, were so treacherously butchered, and not until the 27th day of April a beginning was made to open that splendid country to civilization and progress.

FIRST EXPLORATION

On that day a band of courageous, active and enterprising young men, in number about thirty, left Leadville by way of Tennessee Pass, and after untold tribulations and hardships reached the Eagle river. They had to shovel through the deep snow in many places, so as to break a way for themselves and their animals, and even after the Eagle was reached, traveling was by no means easy, as they were almost the first pioneers in an untrodden wilderness. To cross Eagle and Grand rivers, these indefatigable young men had to build rafts to ferry their supplies across, and had to swim their horses over those deep and rapid streams, and still more. When the confluence of the Roaring Fork with the latter river was reached, they found the most admirable sites for settlement, while the neighboring hill ranges, adjacent to each of those sites, showed unmistakable evidences of rich mineral deposits. . . .

DEFIANCE CITY

As above stated, at this place—the confluence of Roaring Fork with Grand river—our band of hardy pioneers decided to make a stand for they did not think that they would find a better location if they traveled down the Grand river clear to the Grand Canyon of the Colorado. Thus began the town of Defiance—fit name indeed for it was the first white settlement within the Ute lines, and its building was like a gage of defiance thrown down to the red devils.* The location can hardly be surpassed, and is superior to that of Roaring Forks, as the latter is situated on two insignificant streams, while Defiance City nestles in the bosom of two broad and important rivers. This town site takes in 640 acres of gently rolling river bottom, all of which is almost ready without preparation for immediate settlement. The town has been incorporated and laid off by Messrs. James M. Landes, John C. Blake, Henry Blake, W. M. Bell, C. C. Davis, D. Cole, Rufus Coates, Joseph Long, and H. W. Shannon, and, lots in it are disposed of at a merely nominal price, so as to invite immigration and speedy settlement.

The advertising columns of the *CHRONICLE* of which incidentally the above mentioned C. C. Davis was editor, offered:

*A more accurate statement would be that Defiance was among the first white settlements within the Ute lines.

FREE HOMES

A limited number of lots in Defiance City will be given away. Persons applying to H. W. Shannon, attorney at law, No. 108 Harrison avenue, can obtain lots in the above named city. This offer is given only for a short time. This city is located a short distance below the confluence of the Grand and Roaring Fork rivers, on a beautiful plateau, surrounded by the grandest scenery in the world. The ineffable richness of the mines, surrounding the city for miles, gives positive assurance that the City of Defiance will before fall have a population of five thousand souls. In addition to the mineral wealth of the region, the country is self-supporting, abounding in elk, deer, antelope and smaller game. The streams abound in trout. The transcendental beauty of the country, its health giving mineral waters, salubrity of climate and vast mineral wealth, renders this the elysium of the New West. Business lots for sale.

And so the promoters of Defiance City set forth a land-filled-with-milk-and-honey invitation for all persons interested to come and settle in their "City." But no one accepted that invitation until after the removal of the Utes from the area; then, in 1882, John Blake, Isaac Copper, William Gelder, Frank Enzensperger, H. P. Bennett and others organized a town and land company signifying the name of their town as Defiance unadorned with the "City." John Blake is said to have built the first house in Defiance some time during 1883, and soon after that the name was changed from Defiance to Glenwood Springs.

BLAKE CITY, dreamed-up by the same party which planned Defiance City, was upstream and according to the CHRONICLE was situated "two miles below the mouth of the Eagle river, taking in both sides of the Grand" at a place where the river was "over 300 feet wide." In a manner of speaking Blake City was, as advertised, on both sides of the Grand and sometimes in the middle too, since Harry Blake and W. M. Bell operated a ferry across the river at this point. All that ever constituted Blake City appears to have been the raft and the posts or big rocks on which said ferry was tied up on either side of the river when not in operation.

Colorado's third GOLDEN CITY must have been conjured up sometime during the late '70s or early 1880 because three maps—Nell's Topographical Township Map of the State of Colorado, Crofutt's and Silversparre's—all show such a place near the junction of the White River and Cottonwood Creek just east of the Colorado-Utah boundary line in what is today Rio Blanco County. The name suggests that the men who planned to found this Golden City had discovered placer gold in that section of the White River Valley, which was at that time the Ute Indian Reservation. The country was isolated and the Indians savagely unfriendly so the "City" never advanced beyond the planning stage. After the Indians were gone, a trading post named Rangely was established about fifteen miles up the White River from the old Golden City site, and here seventy-seven years later the name Golden City seems prophetic, for Rangely is now one center of Colorado's oil industry. For nearly three-quarters of a century the residents of Rangely eked out a living servicing the surrounding ranch land. As late as 1945 Rangely's population was but 100 persons. Then the brown earth and the black mountains within a forty mile area showed their worth in "liquid gold" and by 1950 the population was up to better than 800. Today there are an estimated 3,000 busy people, most of whom are engaged in working "one of the nation's richest oil fields."



Northeastward from Oro City and on across Fremont Pass in Summit County, silver production had been on the increase during the late 1870s, the amount produced rising from 7,734 fine ounces in 1875 to 154,688 in 1879, and 1,560,344 in 1881, according to figures given by Henderson; and the fact that the existence of silver lodes in the area had been known for some time is further evidenced in a paragraph quoted from Fossett's COLORADO:

The first silver lode opened in Colorado was the Coaly [or Coley] in Summit County. Its discovery came about in this way: Some gulch miners from the Blue River or Georgia Gulch were hunting for deer in 1861, and getting out of bullets manufactured a few from the outcropping of what they called a lead vein. A year or two later they were in Nevada, and found that the silver-bearing galena ores of that section very much resembled

the material which had supplied them with bullets in the Colorado mountains. They wrote to an old friend in Empire and advised him to go over and locate the lode. After some delay he did so, but never made a fortune from it. Yet it led to a great silver excitement and to the development of the Georgetown silver district.

Fossett next pointed out that the slow development of lode mining in Summit County was not due to the lack of mineral resources within the county's borders but rather to the inaccessibility of the region. This situation was bettered by 1879 for new roads "furnishing connection with Georgetown and Leadville" were built; furthermore, the Colorado Central Railroad was projecting a line through the county. Also by the time of Fossett's writing there were several silver camps booming in the Ten Mile Mining District. Of these, he wrote:

The embryo cities of Kokomo, Summit, or Ten Mile, and Carbonateville presented a strange medley of log cabins, tents, and primitive habitations, and the prices of town lots compared in altitude with the places in which they were located. There were from thirty to fifty arrivals daily all through the spring [1879], when the melting snows made the imperfect roads almost impassable.

All of the camps of the Ten Mile district had been founded, as Frank Hall later observed, "upon vast expectations, by hordes of people that swept over the range from Leadville in search of the same class of carbonates which made Lake county famous the world over. . . ."

A correspondent of the Leadville DAILY CHRONICLE went by stage to this booming district in April of 1879 and after describing the terrible condition of the roads and the new Tabor City on the Arkansas River slope of the mountains, he emphasized the growing populations in the Ten Mile district. The first settlement across Fremont Pass was CARBONATE CITY or Carbonateville which was growing rapidly. A half mile farther on he passed Edneyville, which place existed "in the mind only." One mile farther was Robinson's Camp "located in the edge of the timber, above the road." Two miles below Robinson's Camp was CLINTON CITY, "the southern addition to Kokomo." This "City" had "a number of lots staked off, streets laid out, etc.," but only a single

cabin marked the location. Here the road turned east one block, north a block, then west a half block, after which it continued on north, entering the city of Kokomo on the main street. Kokomo was located near the junction of Kokomo and Ten Mile creeks with "the little stream of Kokomo" bounding the town on the north. JUNCTION CITY was laid out in the flat just north of Kokomo, and joined the latter camp. The former contained "one house and a stable only."

Although the correspondent did not actually visit SUMMIT CITY, he placed it "higher up near the timber line, yet southwest of Robinson's Camp" and "on good authority" explained that this town presented an appearance very much like Robinson's Camp, and contained about 300 miners.

Frank Fossett wrote "Summit or Ten Mile" and so it may be assumed that Summit City and TEN MILE CITY were one and the same or in such close proximity that before long they became the same.

Stephen F. Smart in his COLORADO MINER, a guidebook, listed the camps of this district as Ten Mile City, Carbonateville, Edmundville, Summit City, Robinson's Camp, Kokomo, Junction City and SHELDON CITY, all "within a radius of four miles." It is possible that Sheldon City was really Sheddon City since George B. Robinson, a Leadville merchant, had sent Jack Sheddon and Charles Jones to prospect the Ten Mile region in the fall of '78. These two prospectors had been fortunate enough to be among the first to uncover silver ore on the mountain slope above Upper Ten Mile Creek, and so it was that Sheddon helped to give rise to the great excitement which ruled on both sides of the Ten Mile and to the various "Cities," "villes" and Robinson's Camp which were so quickly thrown together during the spring and summer of 1879.

In April of '80 the Robinson Consolidated Mining Company was organized and soon after the town of Robinson, including the "Cities" of the Upper Ten Mile, was established. Later in the year this settlement had a population of 850 people and Crofutt pointed out, under the listing of "Ten-Mile or Robinson's Camp":

. . . The town has several hotels, chief of which is the Robinson and Bonanza; a great many stores of all kinds, and one of the largest smelting and milling works in the

mountains. These works were completed in October, 1880. The main building is 120 by fifty-six feet. There are four saw-mills in the vicinity.

The principal mines are owned and operated by the Robinson Consolidated Mining Company, and carry carbonates, galena and sulphurites; average, \$180 and selected ore, \$800 per ton. Ten Mile is on the Kokomo Extension of the Denver & Rio Grande Railway; fare from Leadville, \$1.50; from Denver, 191 miles; fare \$16.50; from Georgetown forty-one miles, via "High Line" stage; fare \$6.00; from Denver, via Georgetown stage and Colorado Division Union Pacific Railway, ninety-three miles; fare \$10.30.

RECEN CITY, named for the Recen brothers, was situated in the valley just below Kokomo and after a fire destroyed a large part of the latter camp during the winter of 1881-82, the postoffice was moved to Recen, the "City" being dropped from the name at that time. The two towns then were incorporated into one with the name of Kokomo being used for the post office and Recen as the town's legal name.

Robinson rivaled Kokomo for a time, but as the years passed and mining operations slackened there were not enough inhabitants in the Ten Mile district to keep both camps going, and gradually Kokomo won out. Kokomo, or Recen as shown on the current Colorado Highway map, still exists, but the settling ponds of Climax Molybdenum, the giant mining operation astride Fremont Pass, has engorged Robinson and therefore the "cities" of the Upper Ten Mile.



Within the confines of present Summit County, as well as the above mentioned camps, Park City and Lincoln City were still comparatively active in the early '80s; and three more "Cities" were anticipated in the immediate future. They were another Junction City, Swan City and Filger City.

Plans were made to build JUNCTION CITY on the most likely spot for the Leadville cut-off of the proposed Colorado Central Railroad; but the need for such a "City" never materialized and Junction City was gone before it was built.

SWAN CITY was, wrote Crofutt:

. . . situated on Swan Creek, a tributary of the Blue, in a forest of timber. The town was laid out May 11th, 1880, and contains a store, post office, hotel, a dozen log cabins, and about 100 people in the vicinity. Placer mines and quartz mines are both being worked; some assays run as high as \$800 to the ton. Distance from Breckenridge, northeast, eight miles. Game is abundant in the vicinity, deer, bear, elk, grouse and turkeys; also fine trout. . . .

A year later a tri-weekly mail service with George L. L. Loope as postmaster and a saloon run by Board & Dickson had been added. Swan City had a population of "about 300" in 1883, and of 150 in 1890, the last listing of this "City" to be recorded in the directories. Since the Swan River is one of the portions of Summit County in which dredging has been done in more recent years, there is every likelihood that the cabins of one-time Swan City have served as homes, at least shelters, for some of the dredge men.

In "Montezuma and Her Neighbors," an article in the January 1956 issue of THE COLORADO MAGAZINE, Mrs. Leland Sharpe has brought to light the existence of another one-time Summit County "City." This was FILGER CITY which was laid out following the discovery by Isaac Filger of the Winning Card Mine on Lenawee Mountain. After several cabins were built and the town's officials elected in April of '85, the rich ores played out; then, as Mrs. Sharp concludes: "Further exploration proved useless and Filger City was a ghost town before it was a real city."



In that section of Summit County which became Grand County in 1874, HILL CITY was conceived during '81. This "City" was nothing more than a placer-claim camp located near the headwaters of Williams Fork Creek, south and west of Berthoud Pass. Hill City's name honored Nathaniel Peter Hill who, since he was the one to devise a method for reducing refractory ores, put Colorado's smelting industry on a firm footing. Nathaniel P. Hill's activities and influence were not restricted to the mining and smelting industries for, as well as being president of the Colorado Smelting and Refining Company, he was president of the United

Oil Company of Florence, Colorado, and of the Denargo Land Company; and for a time he was the owner of the DENVER REPUBLICAN; he also was elected to the United States Senate in January of 1879, and in 1891 he was appointed to serve on the International Monetary Commission. Senator Hill died in Denver on May 22, 1900. Some years later Wilbur F. Stone wrote:

. . . While almost twenty years have passed since Senator Hill was called from this life, time has not served to dim his memory or lessen his fame. On the contrary, the worth of his work is even more widely acknowledged, for he won well deserved fame as a scientist, as a progressive business man and as a statesman.

Had Hill City been able to gain a reputation to match its name it would have been a notable "City" no matter how small, but the camp by no means lived up to the name; and, contributing nothing to either the coffers or the history of Colorado, vanished in less than a year.



Although North Park has been more important to Colorado's economy as a ranching area, the white metal intoxication of '79 also struck the mountainous section east of Rand (in present day Jackson County) to bring forth the sometimes "Cities" of Teller, Lulu and Crescent along with another Park City, a Cummings City, a Mason City and a Michigan City. The biggest and busiest of these was TELLER CITY, named for Henry M. Teller—country school teacher, lawyer, major general of the territorial militia, secretary of the interior in President Arthur's cabinet, and in later years known as the "Grand Old Man of Colorado" because of his thirty years' service in the United States Senate.

George Crofutt described the camp of Teller in 1880 as being,

. . . situated near the head of Jack Creek, in the North Park, surrounded by snow clad mountain peaks, 100 miles southwest from Laramie City, Wyoming Territory, and about eighty miles north from Georgetown. Mining is the only occupation of the people in the vicinity, about 400 in number, . . .

Miners are in demand at wages from \$2.50 to \$3.50 per day. The ores are principally silver, with some gold, assay from \$20 to \$3,000.

Game is abundant in the park; such as deer, elk, bear and grouse, but no fish worth the name, unless a "Sucker" can be called a fish.

Stage in summer twice a week; fare \$10; from Georgetown eighty miles via Lulu [now Thunder Pass]; \$12.

Teller City had a busier-than-ever postoffice, a well-filled two-story hotel known as the Yates House, a school house, a newspaper and a rapidly increasing population by 1881. Connection with the outside world for this coming "City" was mainly by stage to Laramie until '82 when a toll road was built over Cameron Pass and into Fort Collins, Colorado. Upon completion of this road a tri-weekly mail and stage service was established. The mines in the Teller district produced fair amounts of gold as well as silver and some lead, but by '84 Teller's population had simmered down to less than 300. Ultimately the lack of capital, the insufficiency of proper facilities for refining low grade ores and the high cost of freighting brought about the abandonment of Teller and its associate mining "Cities." Apparently, Teller so over-shadowed PARK CITY, CUMMINGS CITY, MASON CITY, MICHIGAN CITY and CRESCENT CITY that these camps seldom have been recorded on the written pages of Colorado history. Crofutt did list Michigan and Crescent as having postoffices and described Michigan as situated

. . . away up in the mountains, forty miles north of west from Fort Collins, as a bird would fly, but much farther by the wagon road, which runs via Livermore, Elkhorn, and Chambers, about sixty-five miles. No established conveyance.

Adah B. Bailey, writing to Jack Foster's "Colorado Question Box" in the ROCKY MOUNTAIN NEWS for April 17, 1955, mentions Crescent City as one of the villages "which served the mines around the Teller District."

LULU CITY, which revered the raven-haired beauty Lulu Burnett, was southeastward from Teller across Lulu Pass and was deep-set in the mountains near the merging of the Medicine Bow and Front ranges. Lulu City was laid out as a townsite of 100 blocks in '79; but by 1883, no longer *kiting* the "City," it only had a scattered population of 500 about the mines, a tri-weekly stage service to Fort Collins, Teller and Grand Lake; the Hertel and Tabor and the Boyd and Harrington lumber mills; the Godsmark and Company general merchandise and hotel; the William Dugnay drug store, the Holly Saloon; and the Denver, the How-

ard Mountain, and the Galena mining companies. E. Snell was postmaster and J. R. Godsmark was the justice of the peace.

Both Teller and Lulu are reported to have been deserted so quickly that the scurrying-away inhabitants of Teller left their dirty dishes on the tables; and those of Lulu left their clothing hanging in the closets. Several years ago, all that marked the sites of both of these former "Cities" were caved-in cabins and tumbled-down frame buildings; today even those remnants may be gone.



The South Park had had its Tarryall and Sterling "Cities" during territorial days, its Hall City of '76-77, then during 1879-80 when the silver carbonates brought renewed mining activity to the northwestern rim of South Park, PARK CITY, located three miles west from Alma and eight miles from Fairplay, gained a population of 200 and at least sixteen business firms by 1882, only to lose most of them within a few years. In recent times, this particular Park City sometimes receives mention in newspapers or over the radio once a year since the contestants in the Leadville-Fairplay burro races over Mosquito Range stir up the dust or mince through the mud on the roadway which once was the thoroughfare of Park City.



Also of this Park and period, but located at the opposite end of Park County about forty miles northwest of Canon City on the headwaters of Current Creek was MICA CITY, a pygmy settlement which grew up near the mining operations of the Mica Mining Company. In Blake's 1880 *HAND-BOOK OF COLORADO* Mica City was described as being "two miles west of Kester Postoffice" and four businesses were given: a blacksmith, a contractor and plumber, a freighter who also handled garden supplies, and the S. M. and P. Company, dealers in mica and porcelain. With the decline of mica mining, never a profitable one at best, Mica City was lost to sight.



Silver discoveries were also made along the eastern slope of the Sawatch Range in what was to become Chaffee County in 1879. The search for precious metals was no new event here because this land had been gone over with gold-pan, with pick and

with shovel in varying degrees and at various times from the first days of the Pike's Peak Rush. In the 1860s the gold-bearing placer deposits of Kelley's Bar, Cache Creek and Georgia Bar all had been worked with success. Besides this placer mining, farming and ranching had been developed to some extent in this section of the Upper Arkansas Valley. When the Leadville excitement sounded, some of the inhabitants of this southeastern part of Lake County moved to the Cloud City in the hopes of striking it rich; but others either worked their farms and ranches so as to furnish food supplies to the thousands of silver-seekers or prospected for mineralized veins near their homes. Up until this time, there had been but one "City," Harvard, in Chaffee County,* but with the making of encouraging discoveries in several of the gulches from Clear Creek in the northern part of the new county to the Monarch district in the southwestern section at least one "City" popped up in every mining area.

In Clear Creek Gulch there was BEAVER CITY located about six miles west of the Arkansas River. The story behind the discovery of ores in Clear Creek Gulch is the familiar legendary one, telling how two prospectors, Curley and Babcock, set out from Leadville in September of '80 for the Gunnison country by way of Clear Creek. The two made camp their second night out about ten miles up the gulch. During the night one of their burros strayed and the next day Curley and Babcock's search for the burro led them to find some good-looking "float"; so the prospectors canceled their trip to the Gunnison country in order to stake out several claims in the Clear Creek district. Soon rumors of their operations brought in other miners and by early spring of '81 the narrow gulch began to fill up with camps, seven of which received rather high sounding names. Besides Beaver City, there were Rockdale and Silverdale, Petersburg and Moscow, Winfield and Vicksburg. By March, the principal towns were Beaver City and Vicksburg and at that time both were applying for postoffices. However, there is no record of Beaver City ever having had one; and before long Beaver City, Rockdale, Silverdale, Moscow and Petersburg lost out to the more aggressive Winfield and Vicksburg, both of which went on to gain good reputations as mining camps during the '80s and then to have tremors of mining

*Created out of Lake County in February of 1879.

activity into the 20th century. Today Clear Creek is a popular fishing stream, and it is the silvery flash of the mountain trout that men now pursue there.

Harvard City of Cottonwood Gulch was still holding its own as a mining and supply center in 1880, and in Chalk Creek Gulch to the south, FOREST CITY was growing up at the confluence of that stream with Grizzly Creek. G. Thomas Ingham, heading for the Gunnison country in May of '80, wrote of this camp as follows:

. . . Our fare from Buena Vista to Forest City, twenty-three miles, was three dollars each, and our conveyance a lumber wagon with a spring seat.

. . . The road from Alpine to Forest City, which is four or five miles farther up the gulch, is not good, but very rough. We frequently got out and walked up the rocky hills, but we began to experience some difficulty in breathing in this light atmosphere.

We reached Forest City about four o'clock, and put up at the best hotel the place could afford, which was, in fact, the only one, at three dollars per day. The hotel was a rude log house, recently constructed, and but half finished. Outside, the cracks in the logs were chinked and plastered, but inside only the bare logs, without ceiling or plaster of any sort. When we asked about a bed and room by ourselves, the landlord told us the best he could do was to give us a bed and draw a chalk mark around us for a room. We accepted the situation.

Forest City is properly named. It is a town of log cabins, tents and shanties in the woods, among the stumps and rocks, and among the trees, which are just beginning to be cut away; with bold and precipitous mountains on either side, partially covered with pine and spruce. From Forest City a trail leads up one of the gulches to the railroad tunnel [the Denver, South Park and Pacific company was building an extension from Buena Vista to Gunnison City], and thence across the range to Pitkin. . . .

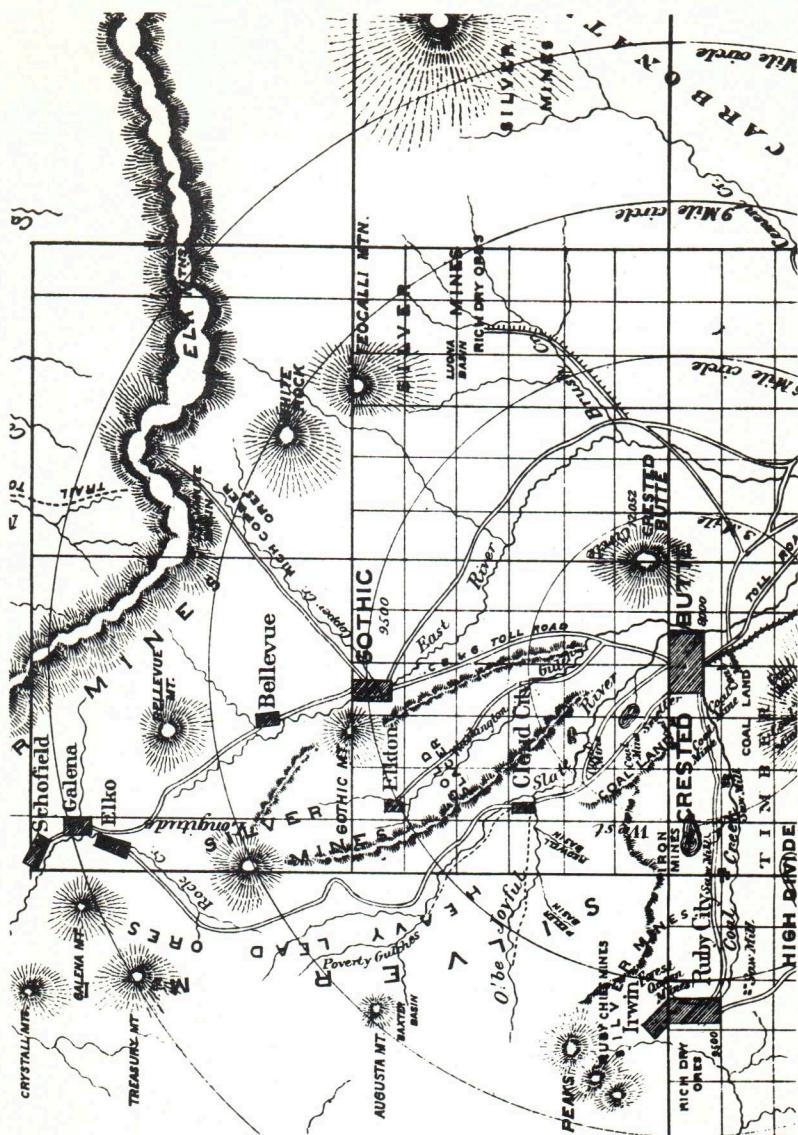
But the only way to cross the Continental Divide in this area was by foot or horseback in May of '80. Ingham took a horse to a spot where construction was going on near the proposed tunnel and went the rest of the way on foot.

A few months after Ingham's visit, the postoffice, business and residential sections of Forest City began to go under the name of St. Elmo, but the railway station was known as Forest City well



Ouray City

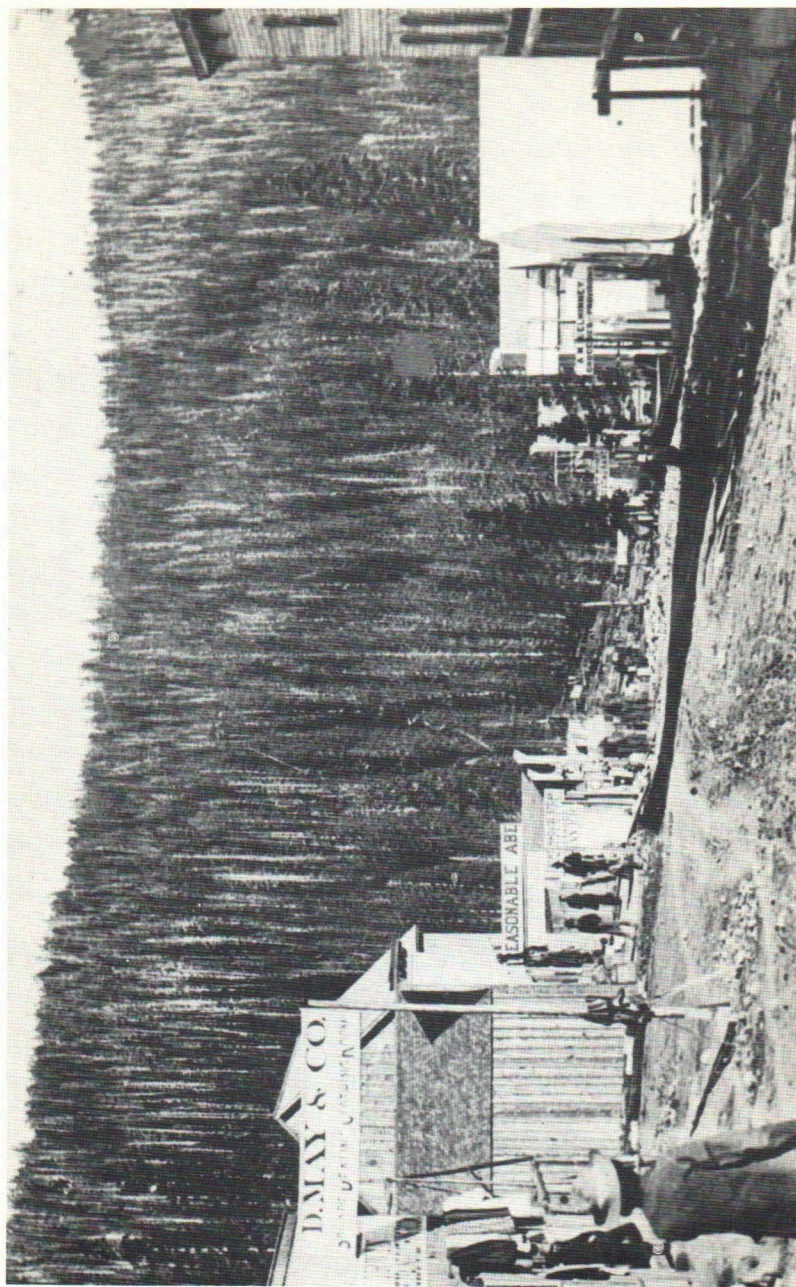




Map showing resources and "Cities" of Gunnison County

Street scene, Irwin-Ruby City





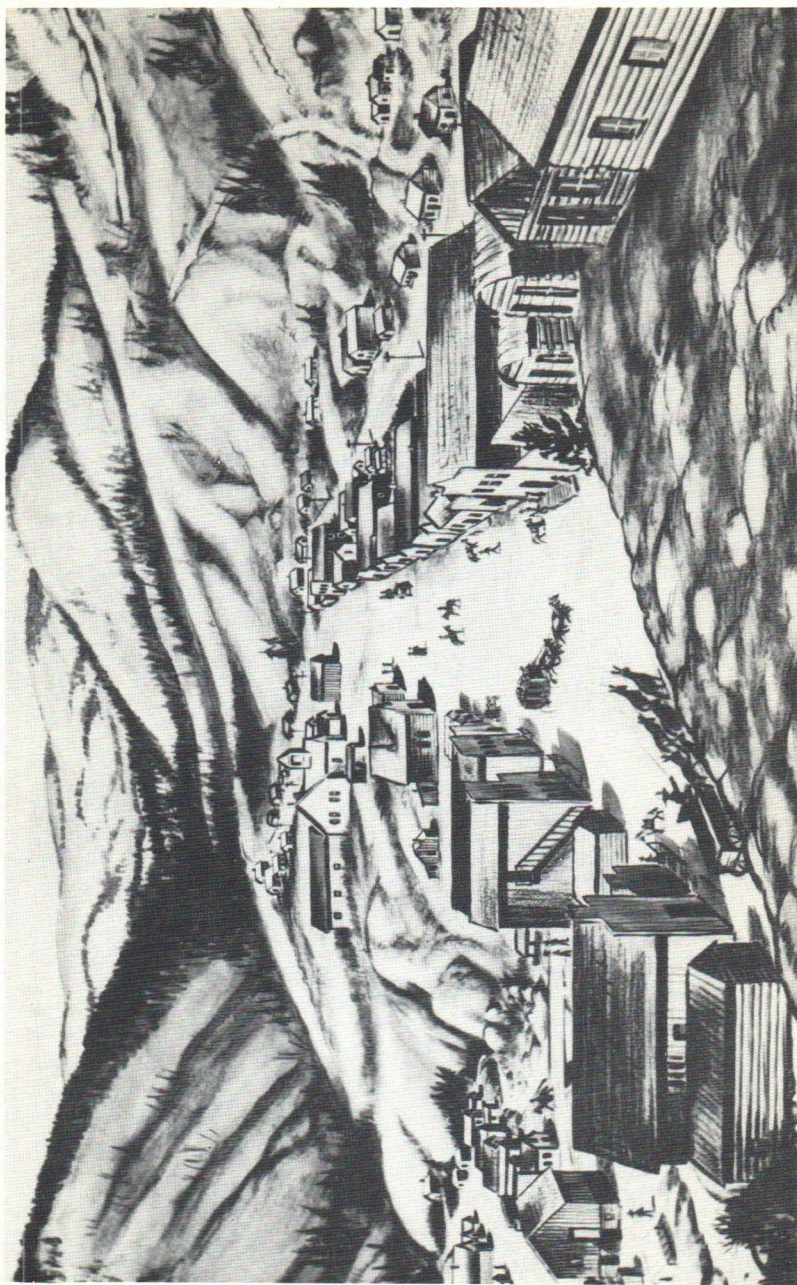
May Company, Irwin-Ruby City

Schofield City



Crystal City

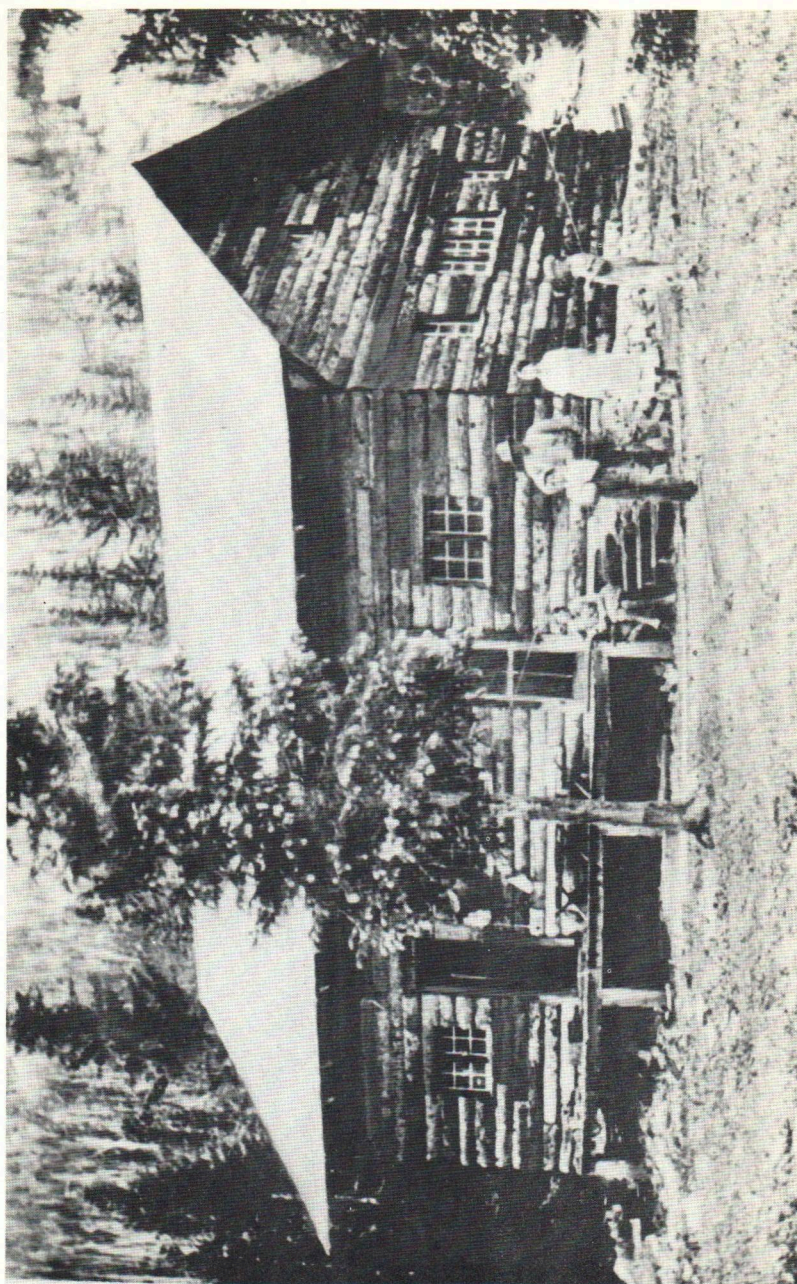
Marble City



Junction City (Garfield)

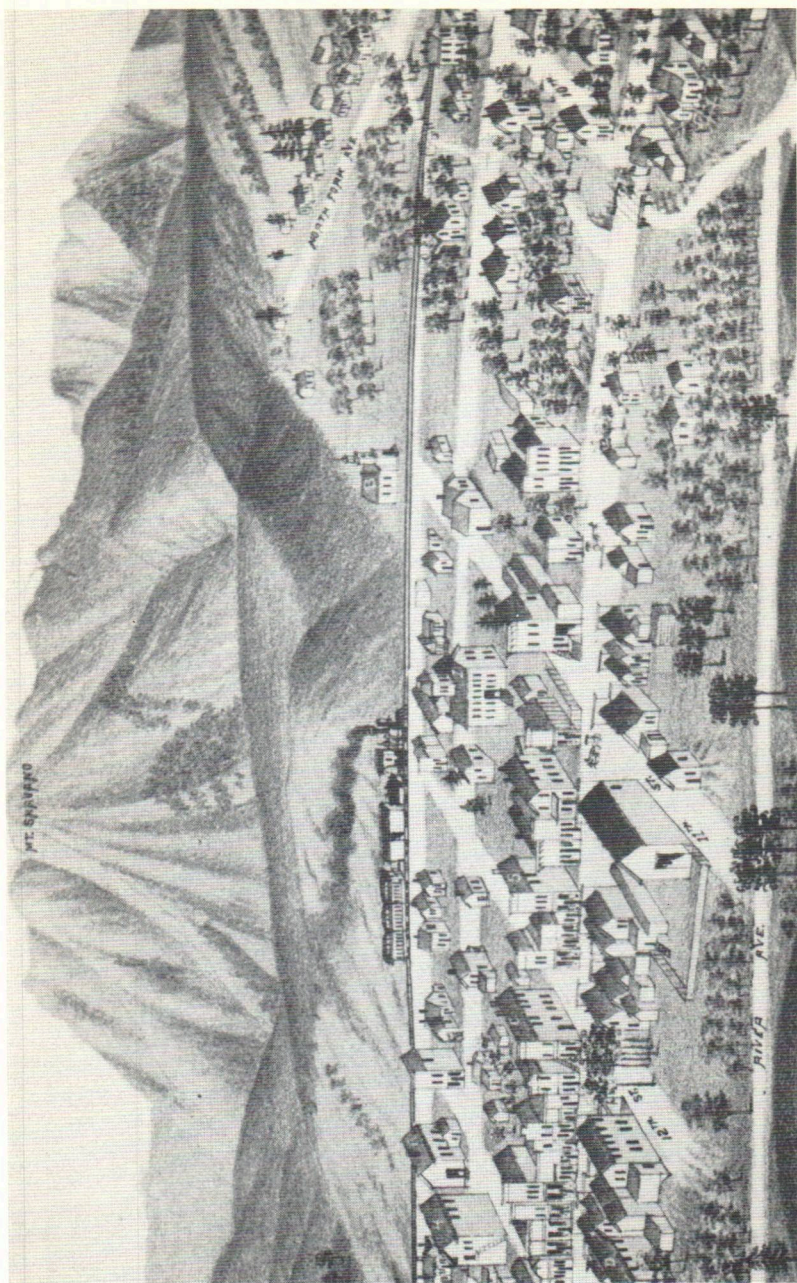
Chaffee City (Monarch)





Cabin in Shavano City

Maysville "City"





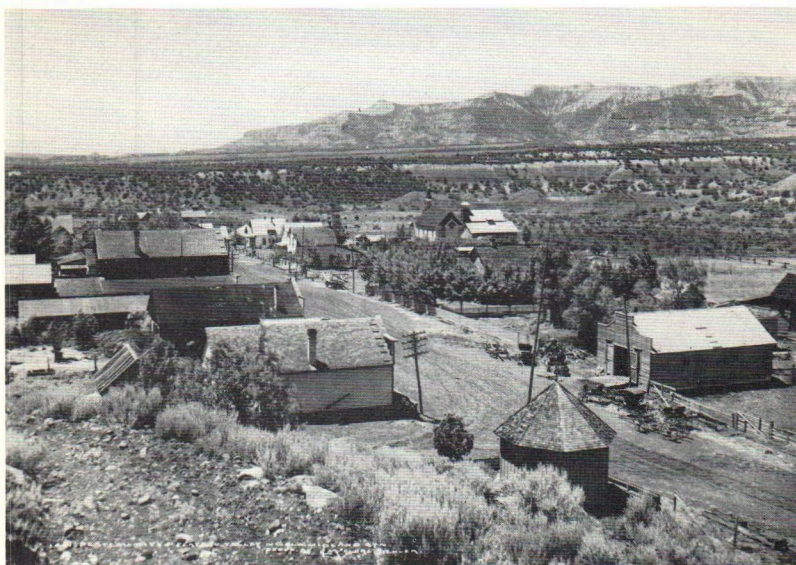
Arbourville "City," home of The Hermit



Pinon City



Dallas City



*Plateau City (Western Collection, Photo by L. C. McClure)
(Courtesy of Denver Public Library)*

Teller City,

LARIMER COUNTY.

Arnold, John S., watchmaker

BON S. boots, shoes and clothing

COHEN EUGENE S. Postmaster

Frisins, H. F., physician

Fulton, Chas. F., assayer

SCHWEICKERT F. stoves, tin, hardware and groceries
Shepard, John E., saloon

Gibson, Warren & Co., saloon

Halstead, Wm. B., saloon

Heinssen, Wm., dry goods

Hockee & Prien, druggists

Lefever, A., propr Yates House

Lefever Bros. & Moore, mining brokers

Mills, John G., assayer

Nickols, A., groceries

RINGOLSKY J. general mdse

Suthern & Springer, furniture and crockery

Towner, B. W., livery stable

Wade, N. M., physician

J. RINGOLSKY,

"The Pioneer Merchant,"

DEALER IN GENERAL MERCHANDISE.

Cor. C and Third Streets, Teller City, Colorado.

Bear Trap or Calaboose near site of old Lulu City



into 1881 when it too was changed to St. Elmo which, according to E. E. Emerson in *THE HISTORY OF THE ARKANSAS VALLEY*, became "one of the busiest and most thriving towns" in Chaffee County.

Between Alpine and Forest City and a little to the north of the main trail was IRON CITY. Here a smelter was built during 1880. The bringing in of building supplies and of machinery was a slow process, so the smelter was not in running order until November, but by the 20th of that month ores from the entire Alpine district were being treated in the Iron City smelter. Little is left now of St. Elmo, successor to Forest City, mining camp and railroad town, but there is even less of the smelting center, Iron City.

Southeastward at the base of Mount Shavano a small gold mining camp of the period named Clifton was soon renamed SHAVANO CITY. Both the peak and the "City" honored the Ute war chief Shavano, who was described by Ernest Ingersoll in *KNOCKING AROUND THE ROCKIES* as "the mildest looking, most grandfatherly savage" he had ever seen and one who could strike "an attitude of great dignity with his blanket impressively looped up about him, like a regular bronze statue in a cocked-hat and feather." According to a correspondent of the early-day *Salida MOUNTAIN MAIL*, Shavano City had a population count of 110 by August of 1880. Summarizing the information of this journalist, the Historical Section of the October 28, 1957, *MOUNTAIN MAIL* printed the following:

. . . Ninety acres comprised the townsite proper and McAleer and his partners had added another 40. The town proper had 30 cabins and more were being constructed.

Ground had been set apart for three smelters and a sawmill. Ground already had been given to a Philadelphia firm for a smelter. Construction was to start as soon as the road was completed and heavy equipment could be brought in.

Shavano at that time had two grocery-general stores. The first store was started by M. V. B. Shonyo, assisted by J. C. Calahan. Another store had been started the previous week by F. H. Ringle and John Burghard of Denver, for the sale of groceries.

Charley Wilson and Co. had a saloon. The two smith shops were owned by John Gorman of Iowa and F. R. Skipnith.

McAleer and Rice had a real estate [agency] in the mining office. This place also was headquarters for the Miners and Prospectors Union, of which George Nichols was president; F. R. Skipnith, vice president; and V. B. McAleer, secretary-treasurer. One hundred names were on the roll. McAleer also was agent for the sale of lots in the town.

Crofutt gave the hack fare from Marysville (Maysville) to Shavano, *unkited* by his time, as seventy-five cents.

The location was abandoned before the turn of the century, but several of the log-walls of the original cabins still stand and the old-timers of the Shavano district, as of so many of the early mining areas, still can recall a murder and a hanging.

Still farther southward of St. Elmo in the upper reaches of the South Arkansas River was the Monarch Mining District. Charles W. Henderson in his *MINING IN COLORADO* pointed out that ores were discovered on the Great Monarch claim as early as 1878 and on the Madonna in '79. In this region there were three "Cities"—another Junction City, Chaffee City, and a second Bullion City.

JUNCTION CITY, twenty miles west of the town of South Arkansas (Salida), was, as the name again suggests, near a junction, this time of the South and Middle Forks of the South Arkansas and also of the wagon road approaches to Monarch and Alpine passes. Crofutt described this "City" as,

. . . a new town that sprang into existence during the last half of the year 1880, and now numbers about 500 population. Cumming's House is the principal hotel. Stores of all kinds, mills and shops, are as numerous as business demands. Altitude, 8,800 feet. . . . The town is supported principally by the mines in the vicinity, among the best of which are the Columbus, Gunshot, Brighton, and the Monarch. Ores are galena and lead carbonates, and run from \$60 to \$3,000. A large number of "prospects" made late in the season, bid fair to be very rich and productive the following season. A city government has been organized, and the infant camp is putting on metropolitan airs. . . .

Retaining the name of a "City" was not one of the metropolitan airs, because even at the time of Crofutt's writing the name of Gar-

field had gained great favor and soon was used entirely to the exclusion of Junction City.

CHAFFEE CITY, two miles southwest of Junction City, was at the eastern foot of Monarch Pass. Crofutt tersely commented:

Chaffee . . . is, like its namesake [Senator J. B. Chaffee] very pretentious; again like him, with ample wealth in mines to his back. Its principal mines are the Monarch and Smith & Grey.

Near this place, game of all kinds abounds. Distance, nine miles from Marysville [Maysville], by hack; fare, \$1.00.

Accidents in the mines, accompanied by frightful and fatal results, were constantly a threat in all mining camps. Here is a newspaper dispatch describing such a tragic happening in the Monarch Mining District:

CHAFFEE CITY, Colo., March 30, 1882.

A terrible accident occurred at the Contact Mining company's lode, midway between this place and Garfield. It is the old story, picking out an unexploded shot, and in this case the man killed was an old miner, experienced and careful. His name was John Broll, an Englishman, and a man with a family (wife and three children). He was sober, industrious and a man universally respected. It is a very sad occurrence. He was horribly mangled, the left leg being broken in four places, his back broken, both hands shot to pieces, and the face literally filled with small gravel. His companion, Archie McDonald, was slightly hurt but is around today. The family have the sympathy of the entire community, and we trust we shall never have to chronicle such a terrible accident in our camp again.

Chaffee City has been remembered under its second name of Monarch. Jerome B. Chaffee has been remembered, not only as the man who worked hardest and most capably in bringing about statehood for Colorado and as the Centennial State's first senator, but also as a banker, and a "generous, patriotic and enterprising" citizen.

"The Hermit of Arbor-Villa," F. E. Gimlett, in his sixth pamphlet of *OVER TRAILS OF YESTERDAY* included a section on "The Rise and Fall of Junction City" and here he also *kited* the towns of Arborville and Maysville. In several other of his pamphlets

he *kited* Columbus, and in these he further explained that the citizens of Chaffee City later changed the name of that camp to Monarch not only to avoid confusion with the county's name but also because of the wonderful ore values found in the Monarch Mine.

Another would-be "City" of the Monarch section was laid out in May of 1879 by A. T. Ryan, Wm. A. Hawkins and C. A. Hawkins. The proposed site was interchangeably called BULLION CITY and Bullion; but the naming was of small importance, since as Frank Hall observed, Bullion "was simply a town plat without a town."

Two other Chaffee County "Cities" of which little remains were CABLE CITY and PINON CITY.



DORA CITY albeit that only one out of seven references used the *kited* form deserves a brief summary because of the town's location in the Wet Mountain district about eight miles northwest of Bassick City. The first inhabitants of the Wet Mountain Valley were the Ute Indians who found this secluded region filled with game—an excellent camping and hunting ground. The first Americans to come into the valley were Lieutenant Pike and party. Next came the trappers and hunters, the most famous of whom was Kit Carson; then the prospectors came in the early 1860s and the farmers and ranchers in the late 1860s. Among the first of the settlers was William Vorhis who took up ranch land on Grape Creek a short distance above the site which, in 1879, became Dora City. This is another "City" said to have been built in a day. A Denver DAILY TRIBUNE correspondent reported that at sunrise on June 2, 1879 the settlement consisted of two frames and one tent but before the sun set that day there were six houses all nearing completion. By 1880 Dora had a population of 100, a post-office, a store, and the Chamber's Smelter, which had a capacity of twenty tons per day. Because of the town's advantageous location at the head of Grape Creek and on a branch of the Denver and Rio Grande Railroad, Dora prospered for a few years as a smelting center. Even before the decline of silver however Dora City was history, its name having been changed to Gove in 1885. Today the site is covered by the waters of the De Weese Reservoir.

On the western side of the Sangre de Cristo Mountains, just below Mosca Pass, a little settlement was started in Costillo County (now Alamosa County) under the name of Mosca. It was listed in the 1880 *HAND-BOOK OF COLORADO* as MOSCOW CITY, but the *kited* form never appears again. In the 1881 business directory the spelling was Mosco, but from then on it was spelled Mosca.



Across the Divide from Junction, Chaffee, and Bullion "Cities" was the Gunnison country with many "Cities." Gunnison County, a huge piece of land lying westward from the Sawatch Range to the Utah line, had been separated from Lake County in March of 1877. There had been in this area for a number of years Colorado pioneers who were quite conscious of the facts that there were minerals in the mountains, and that the rolling lands were well suited for the growing of crops and the grazing of cattle. Notwithstanding, development of both of these industries had, of necessity, been limited because the land belonged to the Ute Indians. Then with the great silver excitement east of the range and with the lessening of the fear of the Indians and their ultimate removal, the Gunnison country filled up rapidly with both miners and agriculturalists. It was inevitable that some of the Western Slope settlements would start their careers as "Cities."

In the heart of the Gunnison region what was to become GUNNISON CITY was partially settled, according to Frank Hall, "some time anterior to the great influx of prospectors"; he further quoted Alonzo Hartman as having said:

. . . "I came to Gunnison December 25, 1872, from the Los Pinos agency in Saguache county. . . . At that time the government had 1,000 cattle and a like number of sheep at Gunnison, or rather at the cow camp cabins that were situated a mile below the present town of Gunnison. . . . Sylvester Richardson came with a colony in 1874. They built cabins on ranches from one to five miles above Gunnison. Richardson's party was stopped by the authorities, but as the leader claimed they were not on the reservation, they were allowed to proceed. Most of the colonists departed, each in a separate way, but Richardson, J. B. and W. W. Outcalt, with others, remained."

Hall added:

J. R. Trimble, Fred. Pheffer and one known as "Mick," early trappers and miners, came in 1874. James Watt and Jack Howe were among the pioneer ranchmen. Jess Benton came about 1875. . . .

Between that time and 1880 more ranchers and also farmers came in and took up land east and west of the original settlement. In late 1879, inspired by the mining rush to the Gunnison district, ex-governor John Evans and associates, including such men as Sylvester Richardson, Alonzo Hartman, Henry C. Olney and Loudon Mullen, organized a town company and set about surveying and platting the "City." Before long dissension broke out among these "City" planners, primarily over the question of whether Gunnison City should be a terminal for the Denver and South Park line of the Union Pacific or for the Denver and Rio Grande Railroad. The outcome of this disagreement was the establishing of two towns instead of one. Thomas Ingham visited there in the midst of the fracas and recorded his observations:

Gunnison City is beautifully situated in the splendid valley which here extends up the Gunnison River for many miles, and is in plain sight of the snowy peaks of the Elk Mountains to the north, which have proved so wonderfully rich in minerals. The city has a population of nine hundred, and is growing very rapidly. The elevation is something over seven thousand feet. The town has large business houses, and all branches of business are well represented. It has a sound banking institution, and has a new court-house, and many very good wooden buildings are in course of erection. Lumber has been scarce and high, and still commands fifty to sixty dollars per thousand. There are a few very good buildings of adobe, or sun-dried brick, which, although dried in the sun, appear to be very solid and make very substantial structures. Real estate and rents are high; single stores on the main street rent as high as one hundred and twenty-five dollars per month, and lots are held at from four hundred to one thousand dollars. Like Ruby Camp, and other towns in Colorado, Gunnison has been cursed with rival town companies. There is the old town of Gunnison, and West Gunnison, which is half a mile west. The valley is so wide that there is room for a city as large as New York, and the consequence is that different parties have located the lands in various direc-

tions, and have had the whole cut up into streets and lots, the owners of which and sellers of lots can hardly be excelled in lying for their own town against all others. The Denver and South Park Railroad Company are said to be interested in West Gunnison, and will assist that town by building there their depot and shops when their road is completed. At present the old town is ahead, and is much the largest and best business town of the two, and after a struggle has succeeded in getting the new court-house. A few years will probably see both towns connected and built up as one town. The railroad will probably reach there within the year 1881, and as it will undoubtedly be a point from which branches will be extended north, and south, and west to various portions of the country, and especially the coal-fields north, Gunnison City is destined to grow very rapidly, and will soon become a populous town, or perhaps a flourishing city. . . .

Mr. Ingham's predictions were correct in several respects: The citizens of the two towns did patch up their differences of opinion and the towns were re-united; Crofutt credited Gunnison City with having "become famous the world over, as the commercial center of the latest new El Dorado of America" by the end of 1880; the Denver and Rio Grande did make "its triumphant entry into Gunnison" in August of '81, but the Denver, South Park and Pacific, encountering almost insurmountable difficulties in the building of its road up and through Alpine Pass, did not reach Gunnison City until the autumn of the following year; Gunnison did become the hub of the area's gold, silver, iron, lead, copper and coal mining industry; the growth of the town "was almost prodigious" during 1881-82; and the community's population increased to around 5,000, including not only the business men and their families within the "City" but also the farmers who were growing vegetables and native hays in the fields throughout the Valley of the Gunnison and the stock-raisers who found "an abundance of the richest feed for their cattle and sheep" in the neighboring hills.

The building and growth of Gunnison City continued for another year and resulted in such improvements as the building by both railroad companies of branch lines to the coal and metal mining sections; both companies also erected round-houses and machine shops; and within the "City" itself the streets were graded and the sidewalks paved; the water supply system and a

gas works were completed; seven religious societies were organized and three schools were built; one weekly and two daily newspapers were established; and four hotels, two theaters, a brick jail, a hospital, a smelter, steel works, a large number of mercantile houses, two national banks and a street railway were either completed or nearing completion. Yes, Gunnison City was well on its way to becoming "a flourishing city," but, then, as Hall observed "the great burst of excitement passed away in 1883"; he summarized the causes of this decline as follows:

. . . It was based in the first instance upon the expectation of great rewards created by glowing reports of the enormous extent and exceeding richness of the mines, which inspired thousands to believe that a greater than Leadville had been or would be found among the mountain slopes. While it is true that many superior mines of gold and silver were discovered and many extensively opened, distance from markets, high transportation charges, the collapse of local reduction works, disappointment in not finding vast beds of carbonate ores worth millions, the severity of the winters in the higher altitudes and lack of capital for investment, together with the general decline of interest after the blow which struck Leadville in 1881-82, all combined to bring about depression in Gunnison. Again, the influx of people during the period mentioned was largely composed of men who came without money or provisions, having little or no experience, expecting to pick up gold in the very streets and roads. Many were "Kansas grasshopper sufferers," who came west to recuperate their fortunes. They refused to work in the operated mines, preferring to follow townsite booms in the hope of striking wealth without any particular effort. They were neither builders, laborers nor producers, simply drift. When the short race was run they disappeared. The county lost heavily in population, the craze subsided, leaving only a handful of sturdy workers to shape the future of the county.

Even though the metal mining boom quieted down in '83, coal production continued large for a number of years, and agriculture and livestock raising have remained prosperous into present times.

As the years passed the *kited* form of the name was used less and less, and today "Gunnison City" is to be found only in the writings done during the first dozen or so years of the town's history. Gunnison's population has been on the increase during

recent years, growing from 1,415 persons in 1930 to 2,177 in 1940 to 2,770 in 1950. The Gunnison of the present day, which is still the trading center for the entire Upper Gunnison River Valley and which is the home of Western State College, has the essentials of another "great burst of excitement" in its up-and-coming citizenry, its nearby uranium deposits, and its ever-increasing year-round tourist industry.



Fanning out to the east, the northeast, the north, and the northwest from Gunnison City in the early '80s were many mining districts and many mining camps. Of these camps, the ones which went under the names of "Cities," at least for a time, were Ohio City, Tomichi City, Pitkin City, Virginia City, Mammouth City, Farwell City, Ute City, Roaring Fork City, Highland City, Castle Forks City, Gothic City, Schofield City, Crystal City, Marble City, and Ruby City.

OHIO CITY, twenty miles east of Gunnison City, had its start following the discovery of carbonate ores in the Quartz Creek district. First known as EAGLE CITY, Ohio City was taking on the appearance of a busy mining community when visited by Ingham in the spring of 1880; he wrote:

About seven miles south-west of Pitkin the valley of Quartz Creek again widens out to a beautiful grassy park, just at the junction of Ohio Creek, which flows into Quartz Creek from the north. At this point a town was laid out early in the spring, in fact, partly during our visit, and buildings began to spring up as if by magic. The new town was called Ohio City, and within a couple of weeks contained from thirty to fifty log cabins and tents, and a few good frame buildings, and had a good supply of stores, restaurants, saloons, assay offices, real estate offices and blacksmith shops.

The camp had added an hotel and a saw mill to its businesses by the fall of the year, expectant and ready for the busy years ahead. Ohio City, like so many of Colorado's mining camps, had two periods of prosperity—one, the silver boom of the early '80s, and two, the gold boom of the late '90s. For a short time during the gold excitement Ohio City's name was changed to Gold Creek along with the name of the stream near which the camp was

situated, but later the name was changed back to Ohio City. Today Ohio, but a shadow of its former self, has a population of approximately 50 persons.

East of Ohio City and on the headwaters of Tomichi Creek, a new postoffice was established as Argenta in 1880. Very rich ores were found in the Sleeping Pet and Lewiston lodes, and many prospectors and camp followers rushed to the district. The name Argenta soon was lost in the mix-up of the names of Tomichi, TOMICHI CITY, Tomichville and Corning, then according to the Gunnison DAILY REVIEW PRESS the *unkited* Tomichi was officially adopted on August 23, 1880. In spite of this designation the WHITE PINE JOURNAL of May 19, 1881, ran a column under the heading of "Tomichi City Booming" and listed Hudson George, U. S. deputy mineral land surveyor, and Sam Nott Hyde, notary public, as residents of Tomichi City. In a later issue of the *Journal*, the office of Notary Sam Nott Hyde was reported as having been *crushed* in on one side by a snowslide which rolled off the roof of an adjoining building, and as a result his furniture and glassware were described as "in a condition rather worse for wear."

Mining and associated businesses kept Tomichi going until 1893 when the silver panic brought about the desertion of the camp. Three years later a renewal of mining brought miners to the district again, but in 1899, the camp was destroyed by a snowslide; the Denver ROCKY MOUNTAIN NEWS reported this death-dealing event as follows:

. . . About 9 o'clock yesterday morning [March 2] a snowslide came down off Granite mountain at Tomichi, a mining town fourteen miles north of here [Sargent] and about two miles from White Pine, burying M. C. Smith, Mrs. Atta Stout, and Mr. and Mrs. Sweezy and their two children. A messenger on snow shoes started immediately for White Pine.

As soon as the news was received at White Pine every available man in town started for the scene of the slide.

At 4 o'clock yesterday evening M. C. Smith and one of the Sweezy children were taken out alive. They are only slightly bruised and will recover. The rescuing party also found the dead bodies of Mrs. Sweezy and Mrs. Atta Stout. Mr. Sweezy and the other child had not been recovered at the last report from the rescuing party at 9 o'clock this morning.

The house, a two-story building, in which M. C. Smith and Mrs. Atta Stout were living is located about 100 feet up the side of the mountain on the opposite side of the canon from which the slide came down, and was completely demolished.

It is estimated that the snowslide is over 200 feet in the canon. The Sweezy child that is still in the slide is supposed to be in the deepest part of the slide. M. C. Smith was eating breakfast when the slide struck the house, and he was crushed down over the table and remained in this position until taken out. He attracted the rescuing party to him by knocking on the table with his hands. Only for his doing this, it is claimed he would not have been found alive.

In 1935, the boy who was saved, Peter T. Swezey, then living near Snake River, Wyoming, corresponded with several Gunnison County old-timers and learned that Louis H. Carns of Ohio City was a member of the rescuing party, that the bodies of Swezey's father and brother had been found several weeks after the slide, and that Louis Carns knew where the family had been buried, since he also assisted with their interment. Another incident brought out in the correspondence was the story of how a dog, after seven days, emerged from the slide.

Tomichi was never rebuilt.

Nearby PITKIN CITY started out with the name of Quartzville because of its beautifully situated site on Quartz Creek, not too far away from numerous locations of rich mineral float. Further prospecting convinced the miners that they were in an area which, when developed, would rival, no doubt surpass, the Leadville district which at that time, 1879, was holding the spotlight. A "ville" was not good enough for their camp and so the planners chose the name of Colorado's popular governor, Frederick W. Pitkin, and *kited* their settlement, Pitkin City. During the first months of the mining camp, one inhabitant, not satisfied with the progress in the "City" to be, complained that there was not a newspaper or a sawmill, even though there were three fiddlers, three women, eight children, one hundred and eighty dogs, two burros and one cat. However, Frank Fossett, who visited the camp prior to its incorporation in the spring of 1880, gave a better impression by writing,

Pitkin City . . . has grown to be a lively and populous mining town in a few short months and boasts of a bank, a newspaper [the PITKIN INDEPENDENT], and other institutions of civilization. It is the first settlement on the line of the D. & S. P. road, on the western slope of the main range, being 42 miles from Buena Vista, 12 from Alpine Pass railroad tunnel, and 25 east of Gunnison.

Thomas Ingham, making Pitkin another one of his stops on his tour of the Gunnison country, stated that good hotels were lacking there, so he and his companions had to take quarters in one of the numerous lodging-houses which he described in the following:

. . . The house in question was a large tent, eighteen by fifty feet; the floor was the ground, which was, however, not level, and was carpeted with three or four inches of sawdust. A canvas partition divided the sleeping apartment from the rest of the room. There was a stove and numerous boxes, trunks, etc., as substitutes for chairs, which constituted the furniture of the room. The bunks on which we slept were made of rough boards, arranged in a row at the sides of the room, with two tiers, one above the other, steamboat fashion. The beds consisted of loose hay, thrown upon the boards, and covered with gray blankets; and blankets and comfits were used for covers. No sheets or pillows were to be seen; coats were universally used for pillows. Price of lodging, fifty cents.

Having walked over the range, Ingham rolled himself in blankets and went to bed early on the upper tier of bunks. The next morning he and his fellow travelers ate breakfast at the Bon Ton restaurant where they found two ladies in charge. Of this eating place he wrote:

. . . It was a tent, sixteen by twenty-four feet, with a sawdust floor, like our bunk-house, and the tables reclining at an angle of about fifteen degrees from level. However, everything bore the appearance of cleanliness and neatness, and we had an excellent breakfast of beef-steak, bacon, fried eggs, fried potatoes, corn bread, warm biscuits, butter and coffee, and, in fact, everything essential to a good appetite, and well cooked, all for the sum of half a dollar. We were surprised at such good fare, in so new a town, for so small a sum; but found it to be the ruling price of the place.

The Ingham group did some prospecting around Pitkin City and even staked the Tenderfoot Lode on May 24, 1880. Finding the ore too low-grade to be mined profitably, the party continued on its journey. Before leaving Ingham summarized his conception of Pitkin with,

The following day was Sunday, yet the stores and saloons were all open; the sound of the saw and hammer were ringing all day long on the new buildings being erected, and the reports from shots of giant powder, while blasting in the mines, were frequent all day; and the din and rush of travel and freighting through the streets went on as usual. These new mining towns have very little regard for the Sabbath.

Buildings were going up very rapidly; many of them very substantial wooden frame structures. . . . By the 5th of June, when a count was taken, there were one thousand and fifty people within the city limits, and undoubtedly as many more were camping and prospecting within a few miles around the city. There were one hundred and eighty-six dwellings, four hotels, eight restaurants, twelve saloons, fifty stores, business houses and bakeries; eighty vacant and unfinished buildings, three meat markets, several real estate offices, one bank and one jail. There were in all, including tents and log cabins, about four hundred houses. But with all this population, there were but fifty ladies in the town and about fifty-five children. A fine school building was being erected; and all this has been accomplished within the short space of two months.

The first sermon by a Christian minister was delivered on June 6th, and was well attended by an audience of miners, who were well dressed, orderly and attentive; and two or three women were in attendance. A collection was taken, and the sum of eighteen dollars given the clergyman for his services.

The city of Pitkin at this time was a fair sample of a new and exciting mining camp. Prospectors were flocking in at the rate of seventy-five per day. Probably five hundred locations of mining claims had been staked in the surrounding hills, within a radius of five or six miles. Some very flattering prospects had been found, and very high assays of the rock had been given. Business of all kinds was lively and booming. Some very large stocks of goods had been brought in, and several merchants were carrying stocks of from three to ten thousand dollars.

One firm was doing a business of about seven hundred dollars per day in general merchandise, and a hardware firm had sold over three thousand dollars' worth of goods from their pile of freight lying in front of their unfinished store, before moving into it. Hay was selling at five cents per pound, or equal to one hundred dollars per ton; flour, eight cents per pound; hams, eighteen cents; eggs, forty cents per dozen; lumber, forty dollars per thousand, which afterward fell to thirty-five dollars; potatoes, nine cents per pound; butter, fifty cents; rice, twenty cents; dried apples, twenty cents per pound; corn-meal, seven and a half cents per pound; beefsteak, twenty cents; nails, fifteen cents; and coal oil, one dollar and twenty-five cents per gallon. At this time everything had to be freighted from Alamosa, or from points equally as far away, and the freights were two and three-quarters cents per pound in addition to the railway charges of one cent to one and a quarter cents per pound. . . .

Down through the years, Pitkin has maintained a population of around 200 persons, fluctuating with the ups and downs of mining. Today, the Fish Hatchery, located near the town, is one of Colorado's largest and produced over 91,000 pounds of trout for the State's fishing streams in 1956.

The area is considered excellent for hunting, and tourists are finding the Quartz Creek basin an interesting, ideal alpine country in which to vacation.



VIRGINIA CITY was the "City" of the Tin Cup or Taylor Park district in the northeastern part of Gunnison County. Prospectors had been in this region as far back as 1860, perhaps even earlier, and had found placer gold but only limited work had been done. In 1879, when eager silver-seekers swarmed into all the gulches up and down the Sawatch Range, east and west of the Continental Divide, promising lodes were found to exist in the mountains about Taylor Park. The mining settlement which mushroomed up in the meadowland in the fall of '79 was first called Tin Cup Camp; and, then in early '80, the miners thought the name of Virginia City to be more fitting.

Joseph Potter, an English mining man who made an exploratory expedition through the Gunnison country in the spring of the year, reported:

VIRGINIA CITY

is a mining town situated at the junction of three creeks, called "The Willows," and the Alpine Pass road. It is located in a broken and well-timbered country, and is the nearest town to the large and well developed mines on the Tin Cup and West Willow gulches. In my opinion Virginia City is destined to eventually become one of the largest mining centers in Colorado. Like other mining towns, it is already provided with a fine saloon, a large dance house and several gambling houses. On my visit, I counted one hundred and twenty persons who had wintered there, among them twelve ladies and eight children. Messrs. Bearsley and Baush have a large store, which was well fitted in the fall with all necessary mining supplies, and has supplied the community at fair prices.

Two miles below Virginia City was Hillerton, which Mr. Potter described as beautiful and well on its way of outranking Virginia City because of its smelter, "Commodious hotel," bank and large stores. The Englishman also had the following to report on the ways of reaching the camps of Taylor Park:

The Alpine and Virginia City Toll Road Company guarantees to keep the road open after April 1.

The Virginia City, Hillerton and Roaring Forks Toll Road Company, incorporated with a capital stock of \$50,000 will open the road to the Roaring Forks as soon as the weather will permit.

The toll road company from Hillerton to Jack's Cabin which is the shortest route to Crested Buttes, Gothic City and Ruby City, will soon be in condition.

The trip should by all means be deferred until the middle of April [this was due to the great snow depth of that winter]. . . .

Prospectors need not overload their animals as they will find a good supply of provisions at Hillerton and Virginia City.

Town promoters advertised their proposed "City" as follows:

Ho! For the Gunnison
Land in Virginia City, Colorado
Given Away
Homes Free!
The Eastern Real Estate and Building
Company has voted to give away to

the first applicants every alternate lot in their immense tract of building locations in order to induce the recipients of such lots to build thereon and thereby enhance the value of the land remaining in the company. These lots will be given to those only who intend to settle thereon and no more than one lot to each person.

For deeds apply to
G. W. Bartlett and Early and Horne,
Atty's At Law
215 Harrison Avenue, Leadville, Colo.

Everyone in Virginia City was not happy with the name; in fact, a group of citizens petitioned the postoffice department for a change as early as March of 1880. Since there were already offices in Nevada and Montana by the same name, the postal authorities immediately concurred, announcing that from the first of April the postoffice of this camp in Taylor Park would be known as Tin Cup; nonetheless, the ones who preferred Virginia City continued to call the town as such until July of '82, when they sold out their rights and the camp was re-incorporated under the name of Tin Cup.

The riches coming especially from the Gold Cup and Jimmy Mack lodes had lured an estimated 1,500 persons into the Tin Cup Mining District by mid-'80. Throughout that summer and early fall, ore taken from these mines was transported across the range by pack train to Forest and Iron "Cities." When the toll road was finally completed over the Divide during the next two years, the ores were hauled out by wagons. The Denver, South Park and Pacific Railroad reached Pitkin and Quartz in '82, bringing shipping facilities within a few miles of Virginia City or, by that time, Tin Cup. The next year decline set in and as Frank Hall observed: "This camp, like all others of the early period between 1879 and 1883, was struck by the general paralysis, but in 1891 a revival took place, and it is now [1894] enjoying much prosperity." Tin Cup had still another revival and a substantial increase in population during 1903; then, five years later dredge mining operations were tried but met with little success; and in 1917, the faithful Gold Cup Mine, which had helped the Tin Cup Mining District

through a number of slim years, had to shut down. The village that was once Virginia City continues on under the name of Tin Cup* but is now more a sportsman's resort than a mining camp.



Northwest of Virginia City in that section of Gunnison County which became Pitkin County in 1881, there were the eight transient "Cities" of Farwell, Mammoth, Ruby, Ute, Highland, Roaring Fork, Castle Forks and Lake. Parties of prospectors worked their ways to the sources of the Roaring Fork River during the summer of 1879. Most of these groups were made up of men seeking fairer fields than Leadville had to offer them by that time. Some of the members of one of these parties had made a study of Hayden's 1878 survey and geological report on the region and had noted that the mineral formations near the headwaters of the Roaring Fork were reassuringly similar to those of the Leadville district. Before long several good discoveries were made. One of the best of these finds was uncovered on July 4, 1879, near the very source of the river. The miners called the camp Independence and had their mail addressed accordingly. The postoffice department objected, pointing out that too many communities already were named Independence, hence an election was held on the 27th of September 1881, and the men voted for either Chipeta or Monmouth (possibly MAMMOUTH CITY since both spellings were used). The name Chipeta won by a large majority. The postal officials, still dissatisfied, changed the name Chipeta to Sparkhill in the February following, and through all this shuffling of names which also included FARWELL CITY, which was reported to have had a population of 150 miners in March of '80, Independence, in time, became the final and lasting choice. This particular Independence, from which one of Colorado's highest passes took its name, set out in the early '80s to compete with the two great silver camps of Aspen to its west and Leadville to its northeast. For nearly a decade the gold and silver lodes in the mountains surrounding Independence produced ores which paid exceedingly well, and by the mid-'80s the district had a population of approxi-

*Pete Smythe, Denver airwaves personality and mayor of simulated East Tin Cup, keeps this typically Western mining name before the public through his radio and television programs.

mately 2,000 individuals. Because of the gold lodes, Independence had some mining activity to the turn of the century, but since then only small scale, hit-and-miss operations have been carried on in the area.



Approximately ten miles south of Independence (the camp of many names), ruby silver was discovered sometime later on the Pitkin County slope of Red Mountain. The miners, dreaming of riches from this silver vein, named their mile-long string of cabins on the steep approach to the mines RUBY CITY. With the curtailment of production and of their dreams, the residents soon dropped the "City" and the isolated settlement was henceforth known only as Ruby. The first ores mined in this section, known as the Lincoln Gulch Mining District, were high in quality and it was profitable to have the concentrates transported many miles to a smelter. However the deeper mineral was not as rich, and mining in the area became intermittent. Transportation difficulties and costs continued to plague the miners and Pitkin County officials were reluctant to build a road which would not only be expensive, but which would require constant and costly maintenance. At the opening of the 20th century the miners turned to the citizens of Chaffee and Lake counties for help since a road to the mining district on the eastern side of the mountain was only three miles away from Ruby. A fairly good trail was then built from the Ruby properties to this road and some ore was taken out first by pack-train across the trail, then by wagon down the Lake Creek road to be shipped by rail from Granite, which was the same distance from the Ruby Mine (27 miles) as Aspen. Pitkin County road crews eventually built a fairly good wagon road between Aspen and the Lincoln Gulch mines just before the first World War, but even though this area has large quantities of pyritized iron-stained rock, some lead, silver and gold, and occasional flakes of molybdenite, there has been no large scale development and therefore only occasionally a need for a small camp when the scraggly cabins of the once-dreamed-of Ruby City have sufficed.



Another discovery was made farther down the Roaring Fork on a mountain heavily covered with quaking-aspen trees. The

news of this discovery soon was carried east and south with the result that more and more treasure-seekers hustled there; but many of them hurried away again in the fall of '79, fearing the Utes who had committed the Thornburg and Meeker massacres might strike again. Only a few miners remained, "secreting themselves," wrote Hall, "in the timber on Aspen mountain, avoiding fires by night, and by day keeping a sharp lookout for savages." In late October and November, some more miners, the desire for wealth having overcome the fear of Indians, returned to the Roaring Fork. Near the end of the year, the men in camp decided there should be an organized community, so a townsite was selected in the proximity of the place where Maroon, Castle and Hunter creeks empty into the Roaring Fork River, and the name of UTE CITY was chosen but no survey was made. Technically speaking, that was both the beginning and the ending of Ute City, because a short time later another townsite was surveyed and laid out on a nearby ranch claim. The name of this new town was Aspen (oddly enough a "City" seldom was *kited*) which immediately boomed into silver mining prominence.

Although there were, even in late April, still two to four feet of snow on the ground throughout the region except on the southern exposures of the surrounding hills, there were said to have been four to five hundred men camped about in tents doing what prospecting they could between storms. A group of "City" promoters picked out a townsite on the plateau land between Maroon and Castle creeks and launched into a grand promotional scheme through which their camp, to be called ROARING FORK CITY, would become without a doubt, "The Metropolis of the New Carbonate Fields in the Gunnison Country." The boosters of Roaring Fork City talked much but built little.

Another group of "City" planners, advertising less and building more, founded HIGHLAND CITY on some high land overlooking Castle Creek. By May, Highland City's tent population was reported to be 250 persons; Aspen had an estimated 500, most of whom lived in tents with a few having built cabins; but Roaring Fork was still nothing more than a paper "City." Highland City made rapid advancement during the next month-and-a-half, growing in size to nearly 200 dwellings "of all sorts." Aspen did about as well, having by mid-June at least twenty cabins, forty or fifty

tents, four stores and three boarding houses. Roaring Fork City continued to lag far behind with but six tents, one cabin and a petition for the establishment of a postoffice.

Another group of would-be town builders known as the Miners' Union decided to found still another "City" to be located on Castle Forks, eight miles above Highland City and fourteen miles from Aspen. This new settlement was named CASTLE FORKS CITY, and by the end of June had a population of 150 miners who lived in some thirty tents and two cabins, and who drank in the "City's" one saloon.

Of these mining camps in the Roaring Fork district, Aspen had the advantages in situation, even to a lower "more healthful" altitude. The feigned "City" of Roaring Fork whimpered its last in early August when the postoffice, which is reported to have cost the Roaring Forkers \$800 to build, was sold and moved to Aspen. Highland City was not able to keep up its fast growing pace, primarily because its townsite was "too confined to permit the camp to extend over much more ground" than it had covered by late July of 1880. As a result the camp grew no more and in late December of '81, a correspondent of the ASPEN TIMES, captioning his article "A Deserted Village," wrote:

Soon we reached the mushroom camp of Highland. It well deserves the name applied to it—the deserted village. But one house is inhabited. The structures, numbering hundreds, are falling down and look distressed. Buildings which once covered immense stocks of merchandise are empty, and doors and windows are big yawning holes without glass or boards. The rude signs of "Store," "Assay Office," etc., swing in a crazy manner from the tops of doorways and in front of toppling buildings, and old foundations, overgrown with weeds and partly buried in sand, tell where many a mountain business house once hopefully reared its form. The village has a history. Its existence was due to the "Old Turk," who camped there in the spring of 1880, and told of wealth buried in the hills behind his cabin. As the season opened hundreds flocked to the new camp, but when Aspen began to produce fine mineral the people of Highland became disgusted and silently departed.

Castle Forks City fared better than Highland had. After chang-

ing its name to Ashcroft,* the camp between Maroon and Castle creeks had a postoffice and was "rapidly improving in all other respects" by the autumn of 1880, and for a time it looked as if Ashcroft would become a strong rival of Aspen, but, when the Colorado General Assembly approved the formation of Pitkin County on February 23, 1881, Aspen was designated the county seat and became the leading settlement of the Roaring Fork district. During this silver camp's growing years which lasted until 1893, the great production of the sparkling white metal and the many beautiful geographic features of the area—the sparkling streams and lakes—gave Aspen the sub-title of Crystal City of the Rockies. Today, with a population of approximately 1,000 persons, Aspen is world-famous, not only as a winter resort and skiing center, but also for the festivals presented there each summer and as a year-around health center.



Another Pitkin County "City" was listed in Henry Gannett's *GAZETTEER OF COLORADO*, 1906, as LAKE CITY, but no other written evidence has been found.



Southwest from the Roaring Fork "Cities" and northward from Gunnison City were the "Cities" of Gothic, Schofield, Crystal, Marble, Ruby and Cloud—all deeply laid in the scenic fastness of the Elk Mountains. GOTHIC CITY, which was founded in July of 1879, was within a few months abandoned by all but three of its inhabitants. The reason for this near-disappearance of the up-and-coming camp is disclosed in the following paragraph written by Dr. N. S. Snyder in his newspaper series entitled "Gunnison Gems":

Last summer and in the fall, just before the Indian scare, Gothic City contained five hundred people, one hundred and sixty houses, mostly frame, and had two large general stores, post office, two saw mills, two doctors, two lawyers, a hotel, two restaurants, three saloons, etc. A smelter was ordered by Messrs. Edmund and Har-

*Ashcroft is unique among Colorado's resorts of 1958 because of the breeding and training of Alaskan sled dogs as a special tourist attraction by the Stuart Mace family.

ris, of Leadville, just before the Indian scare, but when that came the smelter, which had reached Alamosa, was stopped there and ordered held. It will be taken in early in the spring and erected on Rock Creek, six miles above Gothic, where there are twelve mines. . . .

When the rumors of the Indian outbreaks reached Gothic City the people packed up and left. . . .

Then spring came again and the majority of the former residents returned and new-comers crowded into Gothic City. Thomas Ingham, when stopping there, noted that there were some very good mines in the vicinity; that even then the town had a weekly newspaper, *THE GOTHIC BONANZA*; and that this camp, located at the base of Gothic Mountain, was a "fair rival" to any of the other camps of Gunnison County. The townsite was surveyed and platted in May of 1880, and Gothic City grew into both a mining and provisional "City," supplying the lesser camps of the area with their needs. By autumn, a new public school and more stores, shops, restaurants, saloons and hostleries had been erected. Of the latter George Crofutt wrote:

. . . The town's principal hotels are "Old's," and "Bum's," but the gentlemen keeping them are *not* "Old Bums" but genial souls, who serve up many of the good things of life. . . .

Gothic City's prosperous years, with population estimates ranging from 191 to 8,000, were from '81 through '85. The native "wire-patch" silver of the Sylvanite lode, four miles up Copper Creek, was the mainstay of this prosperity, and when the Sylvanite closed down in the late '80s the camp diminished until there remained but one man, G. H. Judd,* who stayed on as Gothic City's only inhabitant for a number of years. In recent times, with the "City" dropped from the name, Gothic has been the site of the Rocky Mountain Biological Laboratory.

Schofield, sometimes styled SCHOFIELD CITY, was located near the bases of Galena and Crystal mountains, about eight miles northwest of Gothic City, and was laid out in the late summer of 1879. A year later a newspaper correspondent signing himself as "Man Afoot in the Gunnison" wrote:

*In 1928 a two-reel film entitled *THE MAN WHO STAYED* and released by the Fox Film Company portrayed Garwood Judd's story and his long time residence in Gothic City.

Remaining in Gothic over night, I started next morning over the trail for Schofield City. There I began to see the curse of the Gunnison country: Stakes, stakes, here, there and everywhere. . . .

Schofield City is on Rock creek, and is the best developed in that district. A company from Quincy, Illinois, are expecting a forty ton smelter, and the district is alive with men working not assessments but going for ore. True, most of it is low grade, but is good galena and needs no additional fluxing to reduce it. The Parrish Company are also doing a great deal of work. I passed their machinery on the road to their location.

Inaccessibility and low quality ore do not make for profitable mining, so Schofield's story can be summed up in Frank Hall's words: "It never was a mining camp of much importance, though the central station for a number of prospectors."

CRYSTAL CITY, northwesterly across Schofield Pass in one of the most beautiful spots of all Colorado, was founded at approximately the same time as Gothic and Schofield "Cities." The half-dozen or more silver, lead and zinc mines about Crystal City produced generously until 1893. But from the first to the last, Crystal City faced transportation difficulties because the roads leading to and from this camp were hardly more than wide trails twisting over and around the mountains. Moreover, these ledge roads were subject to rock and snow slides, and the miners who stayed on in Crystal City during the winters were snowbound for long periods of time every winter. Crystal City had the usual physical make-up of the Colorado mining camp of that era: several general stores, a few hotels, two newspapers, and its quota of saloons, poolhalls, and clubs—the most famous of which was the Crystal Club. By 1899 the only businesses listed in the directory were the Colorado Trading and Development Company, a general merchandise store managed by George C. Eaton; and a weekly newspaper, the *SILVER LANCE*, published by Eaton & White. Mining activity about Crystal was of a limited nature after 1893, although ore was shipped from the Lead King Mine up to 1913.

Crystal has weathered well and despite time, rain and snow a number of her buildings still stand, staunch and firm. The restoration of this former "City," not so much as a resort town but as a

monument to the camp's founders, was begun in 1954 by the Joe Neals and Mrs. Helen Collins.

Six miles west of Crystal City and also ensconced in the Elk Mountains is Marble, a town which only at times is recorded as going under the name of MARBLE CITY; nevertheless, the name has been *kited* enough to list Marble among Colorado's "Cities," and in so doing to include another interesting phase of our State's varied history. Marble City, along with Crystal City, came about as a result of the silver and gold discoveries of the early 1880s in the Crystal River region. Crystal City jumped to the fore, leaving Marble City a poor second as far as metal mining was concerned; but some years later George Yule discovered the more obvious natural resource of that section—marble. In MINERAL RESOURCES OF COLORADO, prepared under the supervision of John W. Vanderwilt and published in 1947, the marble deposits of the Yule Creek district are described as consisting of a predominantly "white medium-grained rock with a gray to yellow banding." The first mentioned type is commonly termed statuary marble and the latter, golden veined marble. This marble bed extends along Yule Creek for a distance of 4,000 feet and into the slopes of Treasure Mountain. During the 1890s three quarries were opened near Marble City, and in 1901 the Hoffman smelter was blown in. For the last decade of the 19th century all marble quarried had to be hauled by wagon to the railroad at Carbondale on the Roaring Fork River, a distance of thirty miles over narrow and hazardous roads. When the Colorado Fuel and Iron Company's railroad line was built up the Crystal River Valley to Placita in 1899, marble production increased substantially.

Marble City's population has fluctuated through the years, reacting in numbers to the changing demands for marble; for example, in 1910 the total population of the town approached 2,000, but four years later Marble was almost empty with less than a dozen inhabitants. Another upswing occurred during the next few years, and by 1916 at least 1,000 people were back in the town; in 1920 there were but 81; and in 1940 Marble's population was up again to 240. When the Vermont Marble Company quarry closed down in 1941, the town practically closed down too; then came World War II, and as Jack Foster of the ROCKY MOUNTAIN NEWS reported, "the great crane that lifted marble of enormous

tonnage was shipped off for war uses, and the famous old railroad was closed, and the rails were torn up, . . ." Today a few "stand-byers" and summer vacationers inhabit Marble's frame buildings which have survived fire, mud slides and snow slides, as have the school house and the trim frame church.

Although Marble is now a quiet mountain retreat, outside of some activity during the summertime in the shipping of marble slabs to be ground and used in the making of a soil conditioner substance, there is lasting evidence of the "City's" productive years in a number of public buildings including the Postoffice, the Customs House, the State Capitol Annex, the Union Station, the City and County Building, the Capitol Life Ins. Building, the Colorado National Bank, and the Federal Reserve Bank, all in Denver; the Lincoln Memorial in Washington, D. C.; the Tomb of the Unknown Soldier in Arlington Cemetery, Virginia; the Field Museum in Chicago; the Hewlett Merritt Building in Los Angeles, California; and New York's and San Francisco's municipal buildings.



Southwest of Crystal and Marble "Cities" and west of Gothic City, the mining camps of Haverly, Silver Gate, Irwin, Ruby Camp and RUBY CITY vied with one another during the winter of 1879-80 in advertising and in expecting to become *the camp* of a high and rocky but beautiful gulch in the Ruby Range. Haverly and Silver Gate were soon eliminated from the contest. Of the three other camps, Ruby City, at least in name, appears to have had the edge in February of '80 as suggested in the following report by J. A. Burdick, veteran Colorado prospector:

. . . The snowfall in the neighborhood of Ruby City has been very heavy during the winter, fully six feet on the level now covering the ground. The travel out and in has to be accomplished on snow shoes for the greater part of the distance, and the trip is a tedious one. The goods taken into Ruby City from Gunnison City are hauled on sleds by snow shoes, and cost seventeen cents per pound freight. As a consequence, provisions and supplies are exceedingly high and scarce. Flour sells at thirty dollars per sack, bacon 37 cents per pound, coffee 65 cents per pound, powder ten dollars per keg, butter 90 cents per pound, and everything else in proportion. A

large number of mines are constantly worked with splendid results; . . . Nearly all the ore in the district is native and brittle silver, . . .

There are now about one hundred men at Ruby City, and plenty of provisions in camp. . . .

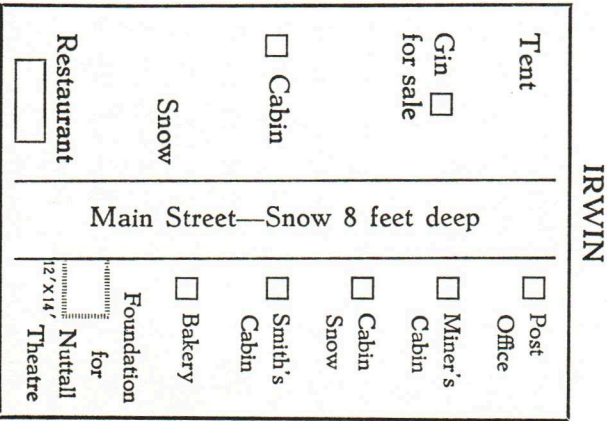
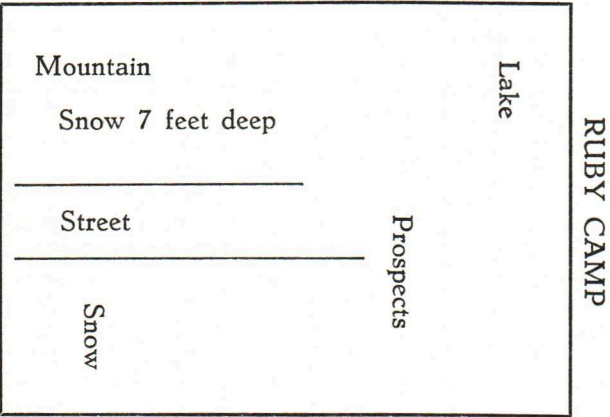
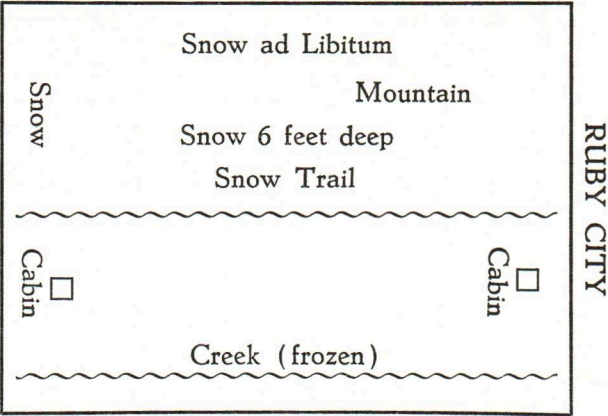
Burdick probably was not overlooking Irwin and Ruby Camp but rather just writing about the whole settlement under the one name of Ruby City.

Snow still leveled the entire countryside and Ruby City, Irwin and Ruby Camp were in the midst of a promotional feud by May of '80. On paper the boosters of each camp could show wide, straight streets and lots to be reserved for a bank or a hotel; even a Langrishe theater could be marked off on a piece of paper. The Ruby City backers could and did say that their site had the advantage, since Ruby City was to be built in the broader, more level section of the gulch; and furthermore, there were not so many rock or stump "outcroppings" in the proposed thoroughfares of Ruby City as there were in Irwin and Ruby Camp. Nonetheless, the comparative sketch on the opposite page, taken in part from the May 19th DAILY CHRONICLE, indicates that in actual building Irwin had taken the lead. ➡➡

Irwin next gained promotional advantage over Ruby City and Ruby Camp by being chosen the camp in which the ELK MOUNTAIN PILOT, pioneer newspaper of the district, would be published. George Crofutt told of the difficulties encountered when the press for the PILOT was brought across the Continental Divide from Buena Vista in the late spring of 1880:

. . . The proprietor purchased his press, type, galleys, cases and ink, hired his type-setters, and reached the snowline on Cottonwood Pass, to the east of the mountains, to find the roads impassable, the snow deep, and not even a trail visible. The land of promise was beyond this snow-barrier; where all was green and beautiful; with hungry multitudes waiting for the newspaper; the mighty lever that moves the world.

A meeting was called by the snowbound, and a committee of the whole resolved to cross the "range," and immediately set about making snowshoes. When each was provided with shoes, the printing material was distributed among the persons, when with type in pockets, parts of hand press under each arm, "cases" and paper strapped on their backs, the journey across the great



mountain range was commenced. The ascent was made, many times at an angle of forty-five degrees, and the descent commenced, the typos gliding gracefully down on their snowshoes, over an unknown depth of snow, in a style peculiarly western, evincing pluck, energy and perseverance, American in the extreme. The material reached Irwin safely, and the first number of the *PILOT* was issued June 17th, 1880.

By fall, there were just two camps in the Ruby Mining District—Irwin and an unadulterated Ruby. The "Man Afoot in the Gunion" wound his way from Crested Butte "to the wonderful camp" in mid-September and recorded his impressions of the incessant promotion of the region by writing:

RUBY AND IRWIN

I say wonderful, for with its grand mines, some of them down sixty feet, others not so deep, but being rapidly developed with forces ranging from two to eight men, with its stumps ranging from two to eight feet; wonderful with its streets numbering up as high as Sixteenth, all impossible to find, only on paper except Ninth and Tenth streets; wonderful in the beautiful combination of tents interspersed here and there with a frame or log house; grand in its hotels, where you eat on one side of the tent and sleep on the other. . . . Also with its one thousand in town and three thousand in the vicinity. When I asked them in town where the people were, I was informed they were all in the hills; but when I reached the hills, I found the men were down town. If stakes make a population, Ruby and Irwin should at once add two thousand more to her estimate. From Irwin to Cloud City, a distance of five miles in the heart of the mineral belt, I counted but seven assessment holes, and stakes without number.

And most wonderful of all is the manner in which the citizens grasp the traveling reporter by the hand, wine him, dine him, show him everything (on paper) and write down all the points for him, while others are busily engaged in telling him of this and that mine bonded only yesterday for untold thousands. . . .

Everybody you talk to is rich. Why, says one fellow, I have been offered sixty thousand for this one, a hundred thousand for another, and he named several that he owned that Eastern parties were dying to get, and finally wound up by asking me for a quarter to get him a drink of whisky with.

The two settlements merged into one before the year was out, and the name adopted for the entire camp was Irwin, closing the curtains forever on Ruby City's aspirations. Irwin's population soon rose to an actual 3,000 count; but by the middle of the '80s, the mineral resources of the region proved less extensive than had been anticipated and the population count rapidly dwindled. The camp had a short revival in the '90s after the Forest Queen, the Bullion King and the Ruby Chief were recapitalized and put into operation.

CLOUD CITY, mentioned by the "Man Afoot," was located on Slate Creek between Irwin and Crested Butte. Cloud City's heyday was during the fall of '80 after veins of native, brittle and wire silver with some copper were discovered in the immediate vicinity. Hobbling and expensive litigation spelled doom for this camp within a year; but Cloud City went out smiling under a posted notice which read: "No lawyers allowed within the city limits!"



Then years before Gunnison County was organized, Saguache County had been created from the northern part of Costilla County. This land "of the blue earth," south and east of the Gunnison country, was primarily then, as now, an agricultural and stock raising section; but in 1879-80, prospectors descended upon the region to make mineral discoveries in the Kerber, Creston and Embargo districts. In "the celebrated Kerber Creek district," according to Ernest Ingersoll, "back of those rugged, green hills over which the angular heads of Exchequer and Ouray mountains stand in high-chieftainship" were the four "little centers of human interest," namely, Kerber City, Bonanza, more frequently than not *kiting* the "City," Exchequer or Exchequerville, and Sedgwick, which seemed satisfied to be just plain Sedgwick. These four camps were spaced at intervals of a mile or two along Kerber Creek with two on one side of the stream and two on the other side.

The first settlement in this district had been made in 1865 by Captain Charles Kerber, George Neidhart, a Lieutenant Walters and other members of Company I, 1st Regiment of Colorado Volunteers. The stream probably took Kerber's name at that time; perhaps the camp did, too, but more likely it actually did not become known as KERBER CITY until the silver and gold discoveries were made in that area fifteen years later.

BONANZA CITY, founded in early '80, was located nearest the best lodes and in time outgrew and assimilated the other camps, taking in its closest neighbor, Kerber City, first. Bonanza City was, in the late summer of 1880, "a fair type of a new Colorado mining camp," having one restaurant, two saloons, one saw mill, and a dance hall which was "blown in" on the night of August 18th. The next few years were Bonanza's best, and during those years some 1,300 to 1,500 miners and their families hustled about the town, having a choice of thirty-two businesses in which to spend their money. The following report from Bonanza City was published in the April 1, 1882, issue of the Leadville DAILY HERALD:

With the advent of spring and its bright sunny days, hope, which was left in Pandora's box for the winter's benefit, renews itself and once more the echoing blast is heard resounding from every mountain side. Our town is filling up with people; business is good and the mines are improving with every foot of development. Once in a while a stray capitalist drops in on us, gives us a lecture on the subject of mines and mine sales, and then, when he has reduced us to such a condition that we feel like giving him our property if he will only take it off our hands, he suddenly decamps, leaving us in a slough of despond. It is astonishing with what lightning rapidity the so-called capitalist acquires geological and mineralogical information. Last year he was working wheat corners on the curbstones of Chicago, never dreaming that he was a mining expert in embryo; this year he is around among us mouthing about formation, contact, etc., and would buy a mine if he could get one for ten or fifteen dollars that is well developed, showing a forty foot vein, running solid two hundred and fifty ounces per ton. Waiting for capital is the curse of most mining camps, and the sooner the miner finds out that it is just as cheap to push his prospect as it is to hang around for a purchaser, the better it will be, not only for the individual, but for the camp.

The Whale mine, which has been idle while machinery was being put on it, steamed up day before yesterday and is now hoisting about ten tons of shipping ore per day.

Another fine body of ore has been encountered in the one hundred and fifty foot level of the Empress Josephine.

The Mount Joy is a prospect situated in Meadow park, on Round mountain, about four miles from this town. At the depth of one hundred feet the ore body was, and had

been from the surface, three feet wide, but did not assay more than twenty ounces. Last week a change of formation occurred and they ran into eighteen inches of antimonial silver that runs up as high as six hundred ounces, thereby demonstrating that the rule "If you have not good ore on top you have not got it below," has some exceptions, and we would not be surprised if some day the exception should become the rule.

The Hortense, another mine similar to the Mount Joy, that made a grey copper strike at one hundred feet, last week, is still improving in quantity and quality.

The Exchequer mine is under sale; consequently one of our best producers is idle.

The Cornucopia, next adjoining the Exchequer, has been lying idle for some months, but is now being regularly worked, and is taking out some very fine grey copper.

The refinery at the smelter is about completed, and Kelly & Co. expect to commence operations on the fifteenth of April.

As the mines of this region were developed, contrary to the expectations of the above writer, the ores proved too low grade to meet the expenses of transportation and smelting, and so a smelter was built in Bonanza City, but it was forced to shut down because of the refractory elements of the ores. For a time, Bonanza City seemed on the verge of going completely under, but in the mid-'80s, Mark Beidell rescued the camp by the successful operation of the Michigan Mine and Mill. This sustained Bonanza City until 1900 when renewed mining activity followed the reopening of the Bonanza, Eagle and Exchequer mines. Since then small scale mining has kept Bonanza going, and today the camp is still one of Colorado's seven incorporated "Cities," having, by the 1950 census, 51 inhabitants.



Also in this general mining area were three other "Cities," Co-chitopa, Julia and Music. Two of these, COCHITOPA CITY (Cochetopa) and JULIA CITY were found only in Alex Silver-sparre's APPENDIX TO NEW MAPS OF COLORADO.

The *unkited* Cochetopa was located by Crofutt "forty miles west from Saguache, twenty-five miles south from Gunnison City, and forty miles by road to Lake City," and was the old Ute

Agency. According to most place name authorities the name Cochetopa means "Pass of the Buffalo" and was a Ute word first used for the pass and the creek flowing west from the pass, and then later for the settlement. In recent years Cochetopa has grown some, having had a population of 36 by the 1940 census and of 54 by the 1950 one.

As for Julia City, Silversparre appears to be the only reference which shows such a place with either the *kited* or *unkited* spelling. This "City" was located on Silversparre's map near the northern edge of the Luis Maria Baca Grant No. 4 a little south and west of Creston.

MUSIC CITY, the story of which is an elusive one, is not shown on the Silversparre map, and except for Muriel Sibell Wolle's mention of this "City" in her exceptionally fine book, *STAMPEDE TO TIMBERLINE*, written evidence of its existence is lacking and the word-of-mouth reports are vague. The name of Music City itself gives a clue to its identity. Since Music Pass (the pass of the singing trees) crosses the Sangre de Cristo Range north and east of Colorado's great Sand Dunes, the "City" of the same name as the pass must have been near. What kind of a place was Music City and when did it exist? Music City must have been a mining camp, because Creston, Cottonwood, Duncan and Liberty, all mining camps, were in the same area, and since these were active in the '80s, indications are that Music City was also of that time.

ORIENTAL CITY, listed in the 1881 COLORADO STATE BUSINESS DIRECTORY, was located in Saguache County on the northeastern side of the San Luis Valley, and consisted of one general merchandise store, one grocery, two restaurants, one saloon, one assayer, two blacksmiths, and one milling company. Oriental City soon became Orient, taking its name from the nearby Orient Mine, Colorado's only commercial producer of limonite iron ore. The Orient was under continuous operation for better than fifty years, first being worked by the Colorado Coal and Iron Company, then by that company's successor, the Colorado Fuel and Iron. By the turn of the century the camp had a population of 400 persons and was active for some years more, but with the commercial replacement of limonite ore by Wyoming's hematite ore during the sec-

ond quarter of this century and with the resultant closing of the Orient Mine, Orient, the camp disappeared.



Back again in the San Juan country, two camps, Red Mountain and Carson took on "citified" names, for a time at least, during the 1880s. RED MOUNTAIN CITY was located in the resplendent Red Mountain district. The story behind this "City" is a quandary since, in the first place, there is confusion in names between Red Mountain City and Red Mountain Town; and, in the second place, there is little agreement among writers as to what actually became of Red Mountain City. Nonetheless, the story starts back in 1882 and ends approximately a dozen years later. Although there was some prospecting during the late '70s in the proximity of Red Mountain (whose summit was described by Ernest Ingersoll as being "as gaudy as the hat of a cardinal"), there appear to have been no discoveries indicating valuable mineralization until '82. At this point prospector John Robinson made the find which led to the development of the Yankee Girl lode, which in turn resulted in a stampede to the region and the establishment of Red Mountain City on the Silverton side of Red Mountain and Red Mountain Town on the Ouray side of the mountain. Naturally the good citizens of Silverton championed Red Mountain City and those of Ouray supported Red Mountain Town; naturally, too, the editors of Silverton's RED MOUNTAIN PILOT and Ouray's SOLID MULDOON took up the argument of which of these camps was the biggest and the best, sparring back and forth with one another through the columns of their papers. The PILOT claimed that Red Mountain City was located on Sunday, January the 7th, and by Monday the 8th, "ten business lots were selected and contracts let for six houses." The SOLID MULDOON did not quite agree, retorting: "There are but one tent and three bunches of shingles in Red Mt. City, . . . Red Mt. [Town] needs neither gush or exaggeration. We have ore enough in sight to attract capitalists and insure permanency . . ."

What became of Red Mountain City? Some historians tell us that with all the hue and cry over which of these Red Mountain camps was the most progressive, the confusion between the two names grew worse until, finally, the miners of Red Mountain City,

abetted by the postal officials, changed the name to Congress. Other writers hold that Red Mountain City boomed until the collapse of silver sounded the camp's death knell in 1893. Then came a fire during 1939 which burned away the last remaining evidence of what years before had been Red Mountain City.

And what became of Red Mountain Town? Ingersoll, visiting the region in the early '80s, made no direct mention of either a Red Mountain City or a Congress, but observed:

Upon the heels of this discovery [the Yankee Girl] there was a great rush of miners and speculators toward the scarlet heights, and several large settlements—principally Ironton and Red Mountain Town—sprang up on the rough and forested hillside. Claim stakes dotted the mountain as thick as the poles in a hop-field, and astonishing success attended nearly every digging. . . .

As the production of Red Mountain district increased and the need for better transportation of the ores became expedient, Otto Mears built a toll road up the Uncompahgre Canyon from Ouray; and in 1886, Red Mountain Town was moved to the headwaters of Red Mountain Creek so as to be on this toll road. Here the camp, at an altitude of 11,000 feet, established itself under the unembellished name of Red Mountain. In 1887-88 Mears further aided the development of the district by building the Rainbow Route railroad from Silverton to Red Mountain and Ironton—the Uncompahgre Canyon defied the laying of rails down its rough and rugged way through the mountains to Ouray. Mear's Rainbow Route was the one on which the train passengers are said never to have known "Whether the engine on the track" was "going or coming back."* Newspapers reporting the progress of the building of the line all referred to the settlement as Red Mountain which indicates that the "Town" was not re-added to the name after the move in '86; and Frank Hall, writing in the 1890s, did not use the suffix "Town" when he described Red Mountain as having,

. . . a system of water works, a school house, a number of business houses and shops of various kinds, an ex-

*Yes, the Rainbow Route was also the line of which it is said that even a jackass would need hinges to negotiate the curves; and on which, in reality, Mears built a mechanical turntable to enable the trains to get around the worst one of all the curves.

cellent, well-edited weekly newspaper, secret and benevolent orders, and a municipal or town government. . . .

Red Mountain's decline began in the late '90s and by 1900 the population had lessened to 30 persons. By the middle of the present century all that remained were some shaky mine buildings and a few decaying cabins. The Idarado Mining Company operations more recently included the milling of ores from the Red Mountain district.



In Hinsdale County sixteen miles southwest of Lake City was CARSON CITY, more often styled Carson Camp or Carson. This camp had its beginning in 1882 following the discovery of minerals and the organizing of the Carson Mining District the year before. Like a cavalry saddle, Carson City was thrown across the Continental Divide with a part of the camp on the Pacific slope and the other part on the Atlantic slope with a mountainous backbone in between. By '83 better than 100 prospectors had staked their claims and built their cabins, some of which clung to the sliderock sides of the ridge and some of which found protection just below the timberline trees. Carson was probably the most inaccessible of all the inaccessible camps in the San Juan country.* The task of bringing in supplies and taking out the ores was eased somewhat during the middle '80s by the building of a wagon road up Lost Trail Creek. By that time the hardy miners of Carson had developed, on their own since outside capital was little interested, a dozen producing mines. When the bottom fell out of the silver market, Carson City was badly hurt, but the development of gold properties in the district brought the camp back for a few busy years at the turn of the century. As soon as the gold excitement was over, the miners left Carson to gradually slip from the ridge until now, more than fifty years later, all that has managed to hold on are mine dumps and here and there huddles of logs or boards which still bear a resemblance to cabins and shaft houses. From time to time during recent years prospectors have returned to the old Carson City site, hoping to find minerals over-looked by the miners of yesteryear.

Hinsdale County, Colorado's smallest, has had more than its

*Gannett's GAZETTEER OF COLORADO, 1906, gave the altitude of Carson as 12,360 feet.

share of "Cities." The 1879 business directory listed a CROOK CITY with C. E. Kaufman as postmaster and owner of the general merchandise store and H. Davis and H. Wooley as owners of saloons. This Hinsdale County postoffice could have been near the Crooke Brothers Reduction Works in the vicinity of Lake City, but since the directories gave no further listings and since the camp was not shown on any of the early maps there is no way of giving an exact location of Crook City.



Other San Juan "Cities" during the 1880-90 period were Le Moyne City, Gold City and Dallas City. Practically nothing but hearsay remains of LE MOYNE CITY. Muriel Sibell Wolle, however, does give written evidence that such a "City" did exist when she records in STAMPEDE TO TIMBERLINE that Le Moyne City was laid out at the foot of Boulder Mountain in the Silverton district during 1883, and that although platted, not more than a half-dozen cabins ever were built.

Unaweep and Gold City were among the first of the several names which Dallas—placer diggings, stage station, mining camp, and railroad station—went under during its life span. This settlement was located in the Unaweep Valley described by Frank Hall as "one of the loveliest and most fruitful parks in Ouray county." Sidney Jocknick recorded in his EARLY DAYS ON THE WESTERN SLOPE OF COLORADO that gold was discovered in the placer bars at the junction of the Dallas and Uncompahgre rivers in 1879 and that nearly everybody from Ouray and even Silverton rushed to Gold City, "a city of tents that sprung up in a day." He also claimed:

Grub staking projects commanded a premium and for a time, like loaded dice seemed to turn "the high card;" then there came a flop and the dice lost, for most exceedingly short lived was Gold City.

Ere the summer season had blended with autumn the bubble has "busted," the bars petered and the denizens of Gold City one fine morning in August packed up their "dunnage" . . . and pulled out for Rico.

Mr. Jocknick further stated that Gold City became Dallas the following year and that it was very prosperous in the early '80s "as a rendezvous for Telluride freights per wagon trains." Ingersoll,

traveling that way in the early '80s, referred to the town as Dallas Station. Assuming the name of DALLAS CITY in 1884, this settlement had a population of 100 "during the mining season"; and the following businessmen took advertising space in the COLORADO BUSINESS DIRECTORY for that year: G. W. Cobb, general merchant; C. D. Gage, proprietor of the Placer Hotel and superintendent of the Dallas Mining Company; and Max Kransnick, general merchant. Mining activity soon faded and by 1888 Dallas Station, occasionally called Dallas City, became the common designation again. This insistence on Dallas in one form or another was a rather belated recognition of George N. Dallas' service as vice president under President James K. Polk. Some time during the late '80s and early '90s the name was changed again but this time being merely shortened, probably by the Denver and Rio Grande officials, to Dallas. When that company established Ridgway only a few miles away, Dallas' importance diminished, and by 1899 Ridgway on the upgrade had a population of 600, while Dallas on the downgrade had but 60 residents.



Blake's 1880 HAND-BOOK OF COLORADO listed a LA SAL CITY in Ouray County, but since the name did not appear again, it must have disappeared even faster than Gold City did.

The 1881 BUSINESS DIRECTORY, published by the Jackson Printing Company, located a third RUBY CITY six miles west of Ouray in the Mount Sneffle's district. Mining work continued in the area for many years, but low grade ores and transportation problems kept the "City" from growing beyond a few cabins. Around the turn of the century, the Ruby Trust Mine, connected by a tunnel with a mill at the mouth of Yankee Boy Basin, made some progress by shipping a concentration of ores, and some sporadic mining is still done in the district, but the great beauty of the Ouray area is now the attraction for most people going there.



The "Cities" galore of the '80s were, with ten exceptions, mining camps or supply "Cities" for the mining districts. These ten exceptions were: Trail City, a cow-town; Kinsey City, a ranch site with aspirations; Barr City and Carr City, hamlets beside the Chi-

cago, Burlington and Quincy Railroad; Plateau City, a farm and ranch center; Lumber City, a sawmill camp; Trout City, McGee's station on the Denver, South Park & Pacific; Douglass and Frying Pan "Cities," unruly construction camps of the Colorado Midland Railroad; and White River City, seeker of the Rio Blanco County seat designation in 1889.

TRAIL CITY played a brief but boisterous part in the drama of the cattle-drive period. Fred P. Johnson, writing in Smiley's SEMI-CENTENNIAL HISTORY OF THE STATE OF COLORADO, summarized this colorful era as follows:

The development of the cattle trail from Texas to Colorado and the Northwest was exceedingly rapid, and was attended by many events of great interest. The trail as far north as Colorado was well opened by 1867, and from that time until late in the '70s, in every spring and summer a vast number of cattle poured from the breeding grounds of the Southwest into the rich grass-country of the North. Owing to the troublesome Indians, the first range herds in Colorado were limited to a strip of country along the eastern foothills and extending northeast along the South Platte River. By the summer of 1869 this country had been filled with cattle, and herds already had crossed into Wyoming and were working their way northward toward Montana.

The extension of the cattle-trail from Texas into the Northwest was the beginning of that romantic period of the western range cattle-business, that developed the cowboy, the cattle rustler and the cattle baron; and they were produced in about the order named. It took bold, brave men to follow that early-day trail, which was surrounded with every conceivable danger from one end to the other. Wild Indians, wild animals and wilder renegade white men harassed the trail throughout its course, and it is little wonder that the men who followed the great herds through this desert country grew indifferent to danger and learned to love the excitement connected with their strange calling. There were no lack of men to engage in the business. . . .

When the Kansas Pacific Railroad spread westward through Kansas in the 1870s, Abilene became a shipping point for the cattle industry and brought a re-routing of the above mentioned trail. Instead of going northeasternly into Nebraska, the trail turned eastward into Kansas at the Arkansas River.

Trail City, located on the extreme eastern border of what is today Prowers County and just north of the Arkansas, was on this route and was established during the 1880s by the United States government in an effort to keep feuding between cattlemen, ranchers and settlers to a minimum. One of the major sources of discord arose from the fact that as the herds passed northward, cattle from the ranges would be picked up and moved along as part of the herd. The ranchers on both sides of the state line in the vicinity of Trail City maintained a check station there, hiring trail cutters or cattle hands whose job it was to check through the passing herds and cut out any cattle that had been picked up, whether by mistake or design. This was no simple operation because of the immensity of the herds; for example, by mid-summer of the year 1886 alone, twenty-six herds, averaging better than three thousand head per-herd, passed through Trail City.

Trail City appeared in the 1887 annual volume of the *COLORADO STATE BUSINESS DIRECTORY* as a "New settlement in the eastern part of Bent county, near State line. Population 100." Only four businesses—the H. M. Beverly and Company, general merchandise; the Hart and Haynes, saloon; the Prairie Lumber Company; and the R. M. Wright and Company, general merchandise—were advertised. The last listing of Trail City in the directories was in 1890 at which time the settlement had a population of 50.

Blatant Trail City, like all of the cow-towns, was wide open, catering through saloons and gambling houses to the free-living, free-shooting cowboys. Some of these towns, such as Dodge City, Kansas, became genuine cities; but others, such as Trail City, are forgotten now, having disintegrated with the end of the cattle drives and with the extending of the railroads into the ranch and range lands of the Southwest.



BARR CITY was originally known as Platte Summit, but with the building of the Colorado and Burlington Railroad, now the Chicago, Burlington and Quincy, in 1882-83, apparently the citizens of Platte Summit wished to curry favor with the Burlington and changed the name to Barr City, honoring a civil engineer of the road. This name was retained for some years, but the "City" made little progress. Even in the middle '90s Frank Hall com-

mented: "As yet it is chiefly a paper town with more or less prospects for the future." The "City" had been dropped from the name by 1899, and the business directory for that year, describing Barr as an "agricultural town" with a population of 100, listed the following businesses:

Barr Creamery Co., N. R. Steward, Mgr.
Colorado Carlsbad Water Co.
Harpold, J., Blacksmith
Hurley, John, Saloon
Lahr, G. L., Saloon
Oasis Outing Club, Club Hse.
Walters, Ed., Express Agt.
Wilburn, Mrs. L., Boarding
Williams, Joseph A., Genl. Mdse. and Postmaster

Soon after this, the word "Lake" was added to the name, recognizing the nearby reservoir. At present Barr Lake, with an estimated population of 112 persons, stands seemingly unperturbed by the industrial activities of the Denver area, only sixteen miles to the west and south.



A CARR CITY was shown on Silversparre's and on early railroad maps in the vicinity of today's Fort Morgan. It is therefore possible that this "City" was a shipping point on the C. B. & Q. before Fort Morgan became the center of the area's livestock and farming industries. The Burlington's tracks were laid through this section by early 1882, but the town of Fort Morgan was not started until 1884, nor incorporated until 1887, so Carr City might well have had at least two busy years.



The selected site for KINSEY CITY was the ranch of John and Aaron Kinsey near the banks of Muddy Creek in Middle Park not far from the junction of that stream with the Colorado River. The Kinsey brothers laid out a townsite in 1888 and proposed to call their "City" after themselves. But when Kare Kremmling, who had been running a general merchandise store for seven years on the far side of the Muddy, decided to move his business across the stream onto the Kinsey City site, the settlement which grew up around the store adopted the name of the store and its

owner, Kremmling, rather than the first suggested name of Kinsey City. Kremmling was incorporated in May of 1904, and the following year the Moffat road of the Denver and Rio Grande reached the town, starting it on its way to becoming a marketing center for the agriculturalists of the Muddy and Troublesome valleys.



PLATEAU CITY is located in the Plateau River Valley of Mesa County. Prior to 1881, all of this huge area, which was then the western part of Gunnison County, had been set aside by the federal government as a reservation for the Uncompahgre Utes. When the Utes were removed from this territory in the fall of that year, white settlers, eager to take up farming and ranching lands and to establish supply centers, hurried into what was to become Mesa County in February of '83. The first of the towns to be founded in this section of Colorado was Grand Junction.* Others followed and eventually one of them had to have "City" attached to its name. This was Plateau City which was laid out in the year after the formation of Mesa County. Plateau City, with a population ranging between 50 and 100 persons during recent years, is situated in the wedge-shaped valley of Plateau Creek with Battlement Mesa to the northwest and Grand Mesa to the southeast. This is picturesque country. Like all the valleys that cut the great tablelands of the Western Slope, Plateau Valley embraces many acres of good farming and grazing land. Plateau City served for a number of years as the supply center for both farmers and cattle men throughout the area. But today, Collbran, founded fifteen years later than Plateau City and located a short distance to the northeast, has taken over as the principal marketing place.



Miles southward of Plateau City in the eastern part of what is now San Miguel County was LUMBER CITY. This region

*Grand Junction, which has never *kited* a "City" and whose economy for many years has been based on fruit growing, farming and ranching, has now become the nation's uranium capital, and as such is the Western Slope community which has grown into a city.

is and always has been heavily timbered with pine and spruce forests. During the late '70s and early '80s when the section was still part of Ouray County, and when San Miguel City and Columbia were the rivals of the Upper San Miguel River basin, other pioneers, besides prospectors, saw their chances of making a handsome living from the forest. Lumber was needed to timber the mines and to build homes and business houses. To cut and supply the lumber, sawmills were brought in and put up in the forest lands. Around one of these mills enough of a settlement grew up to warrant an official designation, and the lumberjacks chose to call their camp Lumber City. Columbia had been incorporated as Telluride by that time and a building boom was on in the new and flourishing mining camp. Lumber City immediately profited, its saws humming almost constantly and its inhabitants working long hours. In time, the builders of Telluride turned to brick for the construction of the town's public buildings, and the demand for lumber slackened. Thus Lumber City disappeared as quickly as the sawdust which had symbolized more prosperous days; nonetheless, because of the lumber milled there and used in the construction of Telluride's frame buildings, Lumber City lived on longer than most of the "Cities" Galore.



Railroad builders, just as miners, were given to the custom of *kiting*, as already seen in the naming of Garland City, Barr City and Carr City. On the Denver, South Park and Pacific line, although there is no written evidence, both Como and Alpine are said to have *kited* a "City" at times, and McGee's Station, just west of Trout Creek Pass, was unofficially known as TROUT CITY, while at the end of the line was Gunnison City. The Denver, South Park and Pacific was claimed as Denver's own narrow gauge, because such citizens as ex-Governor Evans, Walter Cheesman, B. M. Hughes and D. H. Moffat were the backers of the road, and Arapahoe County with Denver as the county seat at that time (1874) had voted bonds for its construction. Frank Fossett pointed out that even though the chances of success looked doubtful in the beginning, it was "gratifying to know that they who had courage to push it forward under adverse circumstances" finally, after eight years, achieved success. This railroad was not only an accomplishment in building, but also was one of Colorado's scenic attractions.

Excerpts taken from Frank Fossett's and George Crofutt's 1880 writings set forth both the economic value and the beauty of this route. Mr. Fossett, stating that the grand objective of the company was to open "the new empire west of the snowy range," wrote:

The amount of freight handled by this railway is very great, and although repeated additions have been made to the rolling stock, the capacity of the road is taxed to the utmost. Passenger traffic is proportionately large. Day and night trains in either direction, but especially westward, are always crowded. Several elegant Pullman sleeping cars, manufactured expressly for this narrow-gauge line, are in constant use. Not long ago ten new locomotives were purchased, and freight and passenger cars were manufactured at the company shops or bought elsewhere, and yet such is the unprecedented growth of business that the demand on the carrying facilities is always fully up to or ahead of the supply. . . .

* * *

. . . . In the Park or Mosquito range are numberless silver mines, and a smaller number producing the yellow metal. Fairplay and Alma are the leading towns. In the valley of the Arkansas are other placer mines flanked by rich silver lodes in the bordering mountains, from Monarch and Alpine to world-renowned Leadville. This will ever be the main travelled route from Denver to Leadville and the Gunnison. Connection is made with eastern trains at Denver. The railway company is mining superior lignite coal veins at Como, in the South Park.

* * *

The Denver and South Park road penetrates a region rich in scenery, historic reminiscences, and gold and silver mines. Platte Canon, the beautiful South Park, and magnificent mountain ranges on every hand, afford the lover of the beautiful such enjoyment as is rarely to be met with the wide world over. At various localities are health-giving mineral springs of great virtue, and attractive pleasure resorts invite the tourist and health seeker. Among these parks, valleys, and mountains, an army of pioneers pitched their tents and built towns and washed for gold twenty years ago. These placer mines are still worked, but the richer dirt was long ago exhausted.

* * *

. . . . Buena Vista is surrounded by many points of interest; west of it is the Sawatch range, whose bald and barren summits rise like giant sentinels to the very skies. This is the highest average range in the United States,

and snow never entirely disappears from it. Very many of its peaks are over 14,000 feet. . . .

And Mr. Crofutt wrote:

After reaching the mouth of the [Platte] canon, the road turns west, crosses and re-crosses the river many times while ascending the narrow gorge between towering mountains. Some are 2,000 feet in height, and almost overhanging the road. In places these mountains are sloping and covered with pine, spruce and cedar trees; in the summer the shrubs, moss, ferns and countless flowers clinging to and growing from every nook and crevice, presents a scene of gorgeous beauty, a scene where the God of nature has displayed his handi-work far beyond the comprehension of mortal beings.

. . . . Here is the valley of the great South Park . . . , spread out in all its beauty, bordered on the east by a heavily timbered range 2,000 feet above the valley, while to the west, the "Snowy Range" extends as far as the eye can reach. In this "range," in plain view, are a number of the highest mountain peaks in Colorado, among which are the Guyot, Hamilton, Lincoln, Bross, Buckskin, Horseshoe, and Silver Heels, that range in altitude from 13,565 feet to 14,296 feet.

In this great "park" can be seen the track of our road for full forty miles, as it curves away to the southward, with its stations, the Platte river and its many tributaries, ranches in every direction, and numberless herds, fairly rivaling the great "Valley of the Bagdad," of ancient story.

* * *

From the Summit [of the Trout Creek Pass] we obtain the first view of the great Sawatch Range, which separate the Gunnison and San Juan country, from the valley of the Arkansas. Across these mountains we must pass, in about a southwest direction from this station. Two miles from the Summit is a little station called DIVIDE, and about one mile below, by keeping a sharp lookout on the right can be seen the largest and finest spring of cold water in the State. It is the head of Trout Creek, and fairly pours out beneath a high cliff, close to the roadside. Just below, on the left side, are several other springs, but not so large. From these springs, down the creek, "speckled beauties" are very abundant; those fond of fine trout can find them here. Five miles from Divide is Trout City, but the station is called McGEE'S. The railroad company have a good station building, telegraph office

and the surroundings are inviting. Game is abundant in the hills, . . .

. . . . A post office, a hotel, and the usual railroad buildings comprise the "city."

From Trout City the Denver, South Park and Pacific continued on to Buena Vista, then south and west past Forest City, through the Alpine Tunnel and thence to Gunnison City. Today U. S. Highway 285 follows much of the old railway route up the Platte Canyon, across South Park and into Buena Vista, and state and county roads out of Buena Vista run along stretches of the old railroad grade up Chalk Creek Canyon as far as St. Elmo, from then on it's trail and jeep country.



Ten years after the Denver and Rio Grande Western had built its temporary terminal City of Garland on its San Luis Valley line, and five years after the completion of the Denver, South Park and Pacific to Gunnison City, the Colorado Midland Railroad, tunnelling its broad-gauge way through the Continental Divide to tap the mineral and agricultural wealth of Pitkin and Garfield counties, set up a construction camp called DOUGLASS CITY on the northern margins of Mount Massive, which at that time was thought to be Colorado's highest mountain. This end-of-the-track "City," whose only reason for existence was the quartering of the Midland laborers hired to blast out the Hagerman Tunnel, acquired a reputation of lawlessness and general cussedness that was hard to excel and was reminiscent of many early-day mining camps. Douglass City started out small, but as more and more workmen were brought in, a number of log cabin and tent business firms opened their doors. By early summer of 1887, this camp, only a rock slide away from the mouth of the tunnel, had eight saloons and at least one dance hall made complete with a few "faded attractions" from Leadville's State Street, and music furnished by a "professor" and one violin "virtuoso." This high mountain "City" was cosmopolitan since every nationality except Chinese and Japanese were said to have been represented. In comparing the Italian and Hungarian ways of living, a reporter for the Leadville HERALD DEMOCRAT observed that "the Italian contents himself with the most modest dwelling, and a few logs covered with a layer of dry mud is his idea of a comfortable residence. . . .

The Hungarian is a little more pretentious, and burrowing into the granite ribs of the mountain, a clique of them gouges out a chamber about double the size of an omnibus. Through a narrow aperture before which a piece of gunny sack is suspended, the crew makes its way at bed-time, and are piled in layers on each other."

There were times when the payroll at Douglass City was 10,000 dollars, and after the "check broker" collected his cut of ten to twenty cents on the dollar, the laborers squandered what was left from their seventy dollar paycheck in the "City's" assorted "Palaces of Joy." Drinking and lust for never-a-dull minute led to shootings, knifings, murder and robberies, which, however, had all become old stories by late July. Nonetheless, the last day of that month was a veritable tournament day topped off with a prize fight that had had its origin in argument and threatening gun play. The scribe for the HERALD DEMOCRAT reported the event as follows:

. . . It was on Sweeney avenue that two of the public spirited citizens of the city met, and but for the interference of mutual friends, one of them would have been pushing clouds on his way to the eternal harbor to-day. The principals were each disarmed, when it was agreed they should settle the controversy with pluck and sinew, according to the Marquis of Queensbury rules. This was agreeable to them, and "Sure Shot" Murphy selected his corner against Jack Falvey. Murphy elected Oregon Shortline, a notable boniface of the locality, as his second, while "Big Mike" marched to the side of Falvey, declaring everything should be on the dead square. After some discussion in which the seconds, principals, and spectators took part, Jack Kerwin, the city marshal, was united on for referee, and "Timberline," a gaunt inhabitant of the locality, was invited to act as timekeeper. At this time at least half a thousand men were gathered about the hastily-constructed arena, while fives, tens and twenties were going into the stakeholders hands on first-bloods, knock-downs, etc. Murphy tipped the beam at 198 pounds, while his adversary ran it up to 209. This difference in weight was in no way embarrassing, and time being called for the first round, the fighters advanced from their corners and prepared for the mill. The fight from this juncture is given in rounds.

FIRST ROUND—Both men showed a determination and sparred for an opening, Murphy reconnoitering with his left, while Falvey let go a ferocious right-hander, which Murphy cleverly eluded by dodging. The men clinched then and considerable in-fighting was done, when the referee tore them apart. Murphy opened his battery then and landed on Falvey's jowl when a foul was claimed but not allowed. The seconds hopped the ropes and in the ring began to dispute, when the pugilists were sent to their corners.

SECOND ROUND—Both men toed the scratch with blood in their eyes and became more animated. Falvey caught Murphy a stinging blow with the left in the right eye, almost closing it. Murphy swung his right, catching Falvey on the back of the head, breaking his thumb. They clinched, and fighting time was called.

THIRD ROUND—Both men came up with bellows to mend, Falvey tauntingly remarked, "Oh, what an eye!" when Murphy, quick as a flash, jumped and planted his left in Falvey's bread-basket, knocking him off his pins. First knock-down was called for Murphy. Falvey became cautious, and Murphy rushed him to his corner, where they clinched and wrestled. The referee ordered them to break, when down they went, Murphy on top. Cries of foul were heard from Falvey's friends, but not allowed, the referee ordering them to fight on, when time was called.

FOURTH ROUND—Murphy showed signs of distress from injury to his hand, and discovering this Falvey's second urged him to rush the fighting. Murphy received him with a terrific righthander that almost settled the controversy, while Falvey clinched and deliberately crossed buttocks and threw Murphy on his head. A foul was claimed from friends of Murphy and a riot was imminent when Referee Kerwin pulled his club and ordered the men to move on. At this time eight minutes had elapsed and both men were comparatively fresh.

FIFTH ROUND—Time was called and Murphy, with a sally from his left encountered his opponent's teeth, Falvey, pausing long enough to spit out four of his front teeth. Falvey, who had become desperate resorted to all his prize ring tactics, and followed a feint with a terrific right-hander that landed on Murphy's jugular and shut off his wind. Failing to come to the call, Falvey was awarded the fight.

From the moment Murphy injured his hand it was evident that he was on the defensive, and had it not been for this misfortune he would doubtless have won the battle.

Life in Douglass City became comparatively quiet for a short time and then the giant powder stored in the Midland Powder House exploded and all but rocked the camp from its foundations. This explosion marked the final touch to the "fierce frolics and rampart revelries" that had kept Douglass City roaring for nearly a year. With the completion of the Hagerman Tunnel and with the general leave-taking which followed in mid-September of '87, the place became one of empty dugouts, tenantless log cabins, and deserted offices of the contractors—Douglass City had become a "lapsed reminiscence."

The Midland's construction engineers and contract builders moved on in a mighty but losing effort for their line to reach Aspen before the Denver & Rio Grande did, and the Midland laborers, the dance hall nymphs, the saloon keepers and other camp followers soon caught up with the advance of the Midland at FRYING PAN CITY, located near the junction of the Frying Pan and Roaring Fork rivers. Briefly Frying Pan City flared into a wild and hectic construction camp, then settled down to become Aspen Junction, and finally the village of Basalt.

When the Busk-Ivanhoe Tunnel (known today as the Carleton Tunnel) was built in 1893 a thousand feet down the mountain side from Hagerman Tunnel, the officials of Lake County forbade the sale of liquor at any point that was within five miles of the eastern portal of the new tunnel. Hence the construction camp of Busk was quiet and orderly with not a hint of the earlier tempestuous Douglass City.



One final "City" of this period, WHITE RIVER CITY, was hopefully planned as a possible county seat of Rio Blanco County. An *unkited* listing was in Gannett's 1906 GAZETTEER, but the name of such a "City" has long been out of usage. Thomas Baker in a 1933 interview with W. O. Ball explained the reason for White River City's founding as follows:

In the year 1889 [Rio Blanco County] was formed out of the northern part of Garfield County. Mr. G. S. Allse-

brook was the first man to propose it and was ably seconded by Mr. J. L. McHatton; both settled in Meeker in 1883.

They got up petitions and sent them to the Legislature giving their reasons for it that the settlers in this part of the county were such a long distance from the County seat at Glenwood Springs and had to cross over a divide which was, in the wintertime, almost impassable from the heavy snows. There was opposition from the big stockmen who paid most of the taxes and it would take another set of County officers and would make their taxes higher. And opposition by others who did not want Meeker to be the County seat. Rival towns had been started—one in Powell Park. The Midland Railroad, which was building, was expected to come down the Government Road or down Piceance and White River City was started. I circulated the petition in the Rival Places and got lots of signatures. But finally the opposition faded and all went well. . . .

for Meeker received the county seat designation, and the other competitors, including White River City, resigned themselves to their fates.



The gold discoveries of the 1860s had sent Colorado's pioneers on a "City" planning and building spree, but it was the wealth from silver which brought about the establishment of the "Cities" Galore! We doubt if any other state in the Union can match the "City" platting of the Silver Decade in Colorado.

Chapter VIII



The Golden '90s Bring Forth More "Cities"

ALTHOUGH the 1890s will always be recalled as Colorado's golden years, the decade was ushered in by the silver discoveries about the mining town of Creede in the San Juan country, where the *kiting* tradition, based for the most part on the perpetual optimism of the mining men, was heartily endorsed.

Following the opening of the San Juan to white settlers and the good-omen discoveries made in the Lake City and Silverton districts, a wagon road was built from the town of Del Norte up the Rio Grande River and over the Continental Divide. Sooner or later prospectors heading for Lake City or Silverton were bound to poke their picks into the rough-hewn mountain slopes east of the Divide. There is disagreement among authorities as to dates of discoveries and to names of the first discoverers of minerals in this region which became the Creede Mining District. In giving the discoveries we have chosen to follow Charles W.

Henderson and his discussion of Mineral County in his MINING IN COLORADO. Mr. Henderson recorded that J. C. McKenzie and H. M. Bennett located the Alpha claim on what later became known as Bachelor Mountain on April 24, 1883, and that these two men with James A. Wilco staked out the Bachelor claim on the same mountain, July 1, 1884. Henderson further states that prospecting was continued during the next several years, but that no good strikes were made until August of '89 when Nicholas C. Creede, E. R. Naylor and G. L. Smith located the Holy Moses. Then C. F. Nelson laid claim to the Solomon prospect in 1890, the same year in which Creede staked the Ethel. But no valuable deposits were uncovered until the next summer when Theodore Renninger (or Renniger) found rich float on Bachelor Mountain while Creede uncovered the source of the float in a large outcrop which he named the Amethyst. Renninger then staked the Last Chance on the same lode. All the writers do agree that Creede's discoveries were more a matter of luck than of "know-how," and the same seems to have been true of Renninger. Helen Mason, writing in the 1938 WHO'S WHO IN COLORADO, says that Renninger had Julius Hass as a partner and that the two were grubstaked by the owners of a meat market in Del Norte. Mrs. Mason further relates:

According to an old story, the prospector's burros wandered from camp one night after they reached the mountains, and Renninger followed them for two days, finding them at last on Bachelor Mountain. Having difficulty in persuading the burros to start back, he picked up a rock to throw at them, and found it to be heavy with silver. He drove stakes immediately, to mark off a claim.

As to the mining camps which sprang up about the claims filed by Creede and Renninger and those located by other fortunate discoverers in the vicinity, there were ten in number, including five "Cities." Willow City, Weaver City and North Creede were jammed into the narrow, bolt upright gulches of East and West Willow creeks; Jim Town (the approximate site of present day Creede), Creedemoor and South Creede were near the junction of the Rio Grande and Willow Creek; Bachelor (which frequently presumed to be Bachelor City), Amethyst and Sunnyside were on Bachelor Mountain; and Fisher City, which became Spar City, was southwest about ten miles on Lime Creek, another

tributary of the Rio Grande. Some of these camps dated back to the '80s, but most of them did not gain any recognition until the '90s. The reason for a number of small settlements rather than one large town was simply the mountainous country—there was not one piece of land large enough to hold the two thousand treasure-hunters who rushed in after the Creede discoveries, and as the building of cabins continued down the gulches and even over the creeks, each spot big enough for a camp site was given its own individual name.

WILLOW CITY appears to have been the first of the "Cities" in this area, having been founded in the fall of 1890; WEAVER CITY may have come into existence about the same time or in the spring of the following year; and BACHELOR CITY was established in early 1892. The first rumblings of great excitement, which began in the district during '92, were in full cadence before the year was out. Confusion and disagreement as to an overall name for the camp continued, and the postal officials did not help matters any by insisting that the postoffice in Bachelor City be known as Teller, since there was a town named Bachelor in California.

Bachelor, Bachelor City, or was it Teller or Creede Camp, was described in the COLORADO STATE BUSINESS DIRECTORY for 1893 as follows:

Bachelor, Creede Camp, by virtue of its more favored location is to-day the business center of Creede Camp. Beautifully situated in two of those famous mountain parks, each park being a step—one about fifty feet higher than the other—10,100 feet above the level of the sea, or about the same elevation as Leadville, which is 10,220 feet. The view from this town, over to the southern range and up the Rio Grande River for 100 miles is declared by travelers to be one of the finest on this continent.

Bachelor City is one of those happy combinations of chance and necessity so seldom to be found together when fate determines that a city shall be born. When the most remarkable body of ore that had ever been discovered, was opened to the world showing the necessity for the employment of thousands of men and the transaction of millions of business, there, right at hand were those beautiful parks with their sparkling springs, ready and inviting and Bachelor City sprang into existence as

if by magic. The townsite was surveyed in January, 1892, and in July of the same year the city was incorporated, with a full set of officials. The two parks, covering some eighty acres of ground, were covered with houses of all descriptions occupied by people of nearly every nationality. At this time, February 1893, Bachelor is doing two-thirds of the business of Creede Camp. The post-office receipts indicating a population of about 6,000 people.

Bachelor has several first class hotels, a bank, several livery stables, blacksmith shops, hardware stores, grocery stores, confectioners, dry good stores, bakeries, churches, Sunday-Schools, dance-houses, a first class district school, saloons galore, lawyers, notaries, justices, woodhaulers, water venders, newspapers [the only one listed was the *TELLER TOPICS*] and newsboys, bootblacks, and weineworst and hot tamales at your door anytime. Bachelor has a miners' union organization in full blast and several of the secret organizations are represented.* For so promiscuous a crowd gotten together in so short a time, the town is comparatively quiet. It is almost useless to say that the voters of Bachelor cast a vote almost unanimous for the only silver candidate.

If anyone asks is this a mushroom, or has Bachelor the elements of permanency, we only have to point to the results of the first year's development of the mines right at our doors, and when one remembers that the first's years work in a mining camp is work of development and preparation, the result is the most phenomenal ever shown by any camp on earth—not excepting Leadville in its first year. The statistics in brief for Creede camp in its first year was that it showed up fifteen pay mines, there are twenty now. The number of cars of ore shipped the first year was 3,517 cars; tons, 46,355. Value five million dollars. This output has increased every day until the result has startled every mining camp in America. We have the result for February, 1893, 9,000 tons amounting to \$800,000, and all this from what is known as superficial development. Can the human mind conceive what the future of Bachelor City shall be when this vast body of mineral shall have been developed and it lays right at our doors.

Such was the roseate outlook for Bachelor City, but in the very same year that the above was published, the falling price of silver struck such a crushing blow to the camp that it never recovered.

*All told there were seventy-two businesses advertising in the directory.

Little if anything remains of Willow City, and Weaver City was but "a straggling line of abandoned cabins" in 1940. according to the American Guide Series, COLORADO. As for Bachelor City, Jack Foster, editor of the ROCKY MOUNTAIN NEWS, included this camp in his late summer jeep tour of 1952 and found it to consist of "a few logs here, a broken piece of furniture, the remains of a board walk, and a couple of cabins still standing. . . ."

Creede, however, has continued to exist and still plays a part in the production of minerals in Colorado. The town, which has had a dramatic and riotous past, was almost wiped out by fire on two occasions and has been damaged by several floods as the run-off waters have washed down the steep canyon in which Creede is located. When the camp was incorporated in March of 1892, its 5,000 citizens jubilantly found their prospect holes and lodes to be running over with silver; then came the collapse of the silver market and it mattered little how much of the white metal could be produced. And according to W. F. R. Mills, writing in Smiley's history of Colorado, "in 1893 the exodus of discouraged miners was almost as great in number as that of the influx two years before." The population count had shrunk to 741 by 1910 when, oddly enough, the camp took the name of CREEDE CITY and the residential section one mile north of the "City" began to be listed as Creede, Town of, with a population estimated at 150. For two years, 1910 and 1911, Creede City was the designation in the business directories but the *kiting* seldom was used otherwise. Gradually Creede Town became North Creede and after the flood of 1918 had damaged much of the town's business district, that town gave up its incorporation, and today is a small settlement of about 20 people who find themselves counted and grouped with the citizens of Creede which had a population of 503 by the 1950 census.

Even though Creede no longer uses the suffix of "City," the district's inhabitants are justly proud of the production record of Mineral County. As the county seat, Creede is the center of most of the mining activity, and in 1952 Mineral County mined a total of 1,136,501 dollars worth of ores. Total production statistics from 1891 to 1953 gives Mineral County the rank of fifth place in the mining of silver with a total value of 37,761,584 dollars and the

rank of seventh place in the mining of lead with a total value of 11,784,315 dollars.*

SPAR CITY, founded in the spring of '92 as FISHER CITY, was headquarters for approximately 300 miners by mid-summer, and by February of the next year was a lively and coming camp with an increase of 200 in population, and twenty or better businesses, including one newspaper, the SPAR CITY SPARK, one real estate office, four saloons, one tobacco and cigar store, four hotels, one hay, grain and feed store, two meat markets, two contractors and builders, two livery stables, one assayer and two groceries. But Spar City suffered much through the decline of silver and was never able to make a come-back as a mining camp of any importance. Spar City retained listing in Gannett's gazetteer of 1906 because during the previous year a group of Kansans seeking a summer resort of their own bought the townsite and fixed up the cabins; so today some of these cabins still stand, mutely recalling this one-time "City."



Another JUNCTION CITY was located some miles southwest of Bachelor City and Creede and directly south of Carson City in Hinsdale County. This "City" was near the junction of Bear and Pole creeks with the Rio Grande River. Again this Junction City, which was founded as a mining camp in early 1894, was an example of too much optimism before the lodes of the region had proved themselves. The town was laid out and cabins were built; then neither the mines nor the "City" ever amounted to anything.



SKY CITY, several miles northeast of Bachelor and some miles west of Saguache in Saguache County, made about the same slight impression on Colorado history as Junction City did. Sky City was named and developed by Thomas M. Bowen during the early '90s. The name of the camp's promoter is of much more lasting memory than the name of his "City." Tom Bowen, who had lived in Kansas, Arkansas and Idaho (having been governor of the latter), moved to Colorado and settled in Del Norte during the 1870s. For a number of years he was district

*Mineral County mines have never yielded large amounts of gold, ranking but fifteenth among Colorado counties in total production of that mineral.

judge for the entire southwestern section of Colorado. Most of Judge Bowen's life was spent in politics and it is mainly in this sphere of activity that he is remembered, but he did enter into the mining game by acquiring properties near Summitville, and, of course, his Sky City venture. His Summitville holdings paid him well, but the ore about Sky City proved to be too low grade to be marketed or even to warrant a camp, let alone a "City." This frown of fortune must have disappointed Judge Bowen greatly for he was accustomed to having everything turn out as he had planned. He was, in fact, a resolute man as shown in the following article taken from the *DENVER TIMES* of September 13, 1882:

BOWEN'S RIDE TO DENVER The Spectacular Tom Takes a Trip On a Hand-Car

The delegation from Rio Grande county, with Judge Tom Bowen, the Bonanza Prince of the San Juan, at its head arrived this noon. If they were not an enterprising lot of gentlemen they wouldn't be here to-day. They missed the train at Del Norte last evening, Superintendent Ridgeway refusing to hold it three minutes until they should reach the depot. But this did not daunt them; they were determined to reach Denver to-day, to use their influence as well as their votes to defeat the Wolcott faction.* Led by the redoubtable Judge, the delegates took possession of a hand car and set out to overtake the train, which was then not more than two or three miles ahead of them. For thirty-five miles they worked like beavers, but the train was still rolling on several miles ahead of them. Each man had taken his turn at the crank, and had turned until he could turn no longer. Hands were blistered and heads were aching. Just as the patriots were thinking of giving up the hand-car scheme and devising another, their eyes fell on a locomotive which was standing on a sidetrack. They took possession of it without ado, notwithstanding the caution of the engineer that it would 'cost like the old boy.' 'I'll stand the expense,' responded the Judge, and the engineer knowing the bonanza king was good for a few hundred, at least, opened wide the throttle, and the locomotive bearing the Rio Grande delegates sped after the north bound train,

*Henry Wolcott was testing his political strength in seeking the governorship.

overtaking it at the summit of the pass. The Judge and his friends are none the worse off for their adventure, and are the heroes of the day among the anti-Wolcott delegates.

Henry Wolcott was defeated.

The low grade ores of the Sky City area have been reworked from time to time and the most recent company to have been active in this district was the Wannamaker Mining and Milling Company.



Other "Cities" established or dreamed of before the turn of the century were all in the Colorado Springs-Cripple Creek region and included Roswell City, Haverly City, Mound City and Victor often spoken of as The City of Mines. Some of Colorado's pioneer "Cities" had been founded in this section because it was here at the base of Pike's Peak and near the entrance to Ute Pass that early *Pike's Peakers* had set up their make-shift camps of El Paso City and El Dorado City. Thirty years later other "Cities" came on the scene in El Paso County which until 1899 included the eastern part of Teller County. The first of the new crop of El Paso County "Cities" was ROSWELL CITY, which at the time of founding, 1889, was a railroad town near the junction of the Rock Island and the Denver and Rio Grande railroads. Roswell City grew quickly and within two years had a number of "handsome residences, stores and a hotel." But as the community grew, the word "City" was dropped from the name. Roswell, like Colorado City, in due time became a suburban section of metropolitan Colorado Springs.

HAVERLY CITY was laid out on the very edge of the Cripple Creek Mining District. J. H. (Jack) Haverly, theatrical and minstrel show manager and would-be town promoter, appears to have been determined that a mining camp should be named after him. His first attempt in town promotion had been over in the Ruby Mining District in early '80s. There, competing with the boomers of Silver Gate, Ruby City, Ruby Camp and Irwin, Jack Haverly, playing the lead in the designing of the camp to be called Haverly, became the temperamental director and was struck from the billing altogether. Some ten years later, during the Cripple Creek gold excitement, Director Haverly attempted to produce what might be entitled the Haverly City Fantasy by taking up a townsite claim

and proposing the erection of a number of buildings thereon. Then, after taking in a tidy sum of money for lots sold, Haverly seems to have been satisfied and, giving up his acting as a "City" promoter, left Haverly City to quickly close its run.

The discovery of gold in Colorado's famous Cripple Creek district led to the founding of MOUND CITY at about the same time that Cripple Creek and Victor were established. There is but little material or historical evidence left of this "City"; however, Frank Hall did include the camp in the following summary of the Cripple Creek excitement:

. . . The growth [of the district], as also the material development, was much more rapid in 1892, for by that time both capitalists and miners had become fully convinced of the greatness of the resources existing there. Hundreds of people with wagons lined the rugged road from Florissant. As the area of prospecting widened, new sources of wealth were disclosed which caused the building of separate towns or camps, as Barry, Lawrence, Mound City, Arequa, Hull's Camp, Cripple City,* etc., and later on Altman and Victor.

Mound City grew up near Rosebud Hill about halfway between Cripple Creek and Victor, and by 1893, according to the Colorado directory, had a population of 500 persons, three groceries, two meat markets, two saloons, one hotel, one blacksmith, one barber, one clothing store, and two mills. One of the first reduction works to be erected in the district was the Brodie Cyanide Mill. This mill ran until 1900; then the owners, finding they could not compete with the mills in the valley, closed down operations. This naturally reduced Mound City's population. Five years later, as gold production began to decrease, the camp gave up all metropolitan dreams and became known merely as Mound.

Victor came near being a "City" and for a number of years was well known by its appropriate by-name THE CITY OF MINES. The townsite was laid out in September of 1893 on the Mount Rosa Placer, about six miles southeast of the earlier founded Cripple Creek, by Frank and Harry Woods, sons of Warren Woods.

*No further mention is made of any Cripple City so apparently either the town of Cripple Creek used the "City" for an extremely short time to distinguish camp from creek or else the "City" designation just slipped into Hall's writing.

The Woodses had a fair amount of success in the selling of lots, and after Frank struck a 20-in. gold vein while excavating for the building of the Victor Hotel, and after they bought and developed the Gold Coin lode to which Frank had traced that vein, Victor literally became The City of Mines. Not only were the biggest producers, such as the Independence, the Portland, the Victor, the Jack Pot, and the Wild Horse within walking distance from Victor, but some of the mines, including the Gold Coin and the Strong, were actually in-and-under the camp.

Under the auspices of the Woods Investment Company with Warren Woods as president and the two younger Woodses as town promoters and benefactors, Victor grew rapidly. The initial growth of The City of Mines was later slowed by the labor disturbance of '94 and the big fire of '99. Nonetheless, by the opening of the 20th century, having been rebuilt in brick and stone, Victor had a recorded population of 8,000 and an estimated one of 12,000. Nineteen hundred was the year in which Teller County mines yielded their greatest of many golden harvests. Charles W. Henderson gives the total amount recovered during that year as 18,-149,645 dollars worth, and the current COLORADO YEAR BOOK gives the total production of gold from 1891 to 1953 as 412,682,232 dollars.

The mines of the Cripple Creek Mining District continued to produce heavily for several more years, but the decrease in The City of Mines' population shows that gradually the golden abundance lessened and the miners and their families had to move elsewhere to make a living. By 1910 Victor had a population of 3,162 persons; by 1920 the figure was down to 1,777; by 1940 it had gone to 1,129; and by 1950, to 648. There is still plenty of evidence to show why Victor has been saluted as The City of Mines—mine buildings and mine dumps continue to dominate the landscape in and about the camp. A limited amount of gold mining and milling activity has continued throughout the Cripple Creek Mining District, and John Deerkson, president of the Front Range Mines, Inc., has predicted that the Strong Mine, in which a "whopper discovery" was made in January of 1956, will again bring busy times to the area.



A catastrophe in the form of demonetization of silver threatened strangulation of Colorado's silver camps, towns and "Cities" in

1893. Many of the white metal mines were forced to close and the majority of miners hurried from the silver camps to the gold camps, especially Cripple Creek and Victor. Such "Cities" as Central and Lake which had been gold "Cities" from the time of founding did well throughout the late '90s; and also through those years a number of silver camps and, in some cases, silver "Cities" were rejuvenated as gold camps. Capitol City and Carson City in the San Juan country were revived; Ohio City and the camps in the Gunnison district also had several years of prosperity; Leadville and its associate "Cities" of Oro and Adelaide came back after John F. Campion developed the rich gold deposits in his Ibex property,* better known as the Little Jonny Mine; and, in the South Park, PUMA CITY took the place of Tarryall as the center of the renewed gold mining activity in that section. This camp was described by the 1897 business directory as,

PUMA CITY
(Tarryall Postoffice)

New mining camp in Park county 12 miles northwest of Lake George on the Colorado Midland Ry. the nearest railway point and 28 miles southwest [east] of Jefferson on the D. L. & G. Ry. Daily mail and stage line to Lake George. Puma City has already five shipping mines [the Boomer Mine, the Climax Mine, the Colonel Sellars Mine, the June Mine, and the Red Skin Mine] and the number will be increased during the next few months. Population 1,000.

Puma City also had three hotels, five saloons, two assayers, two contractors and builders, two saw mill and lumber dealers, one shoemaker, two meat markets, one furniture dealer, three general merchants, one postoffice with John H. Gilman as postmaster, one real estate dealer, one newspaper (the PUMA LEDGER), one drug store, one doctor, one notions store, one cigar and tobacco shop, three livery stables, four restaurants, one hardware store, one book and stationery shop, one blacksmith, and one jewelry store. After the golden '90s were over, Puma City withered away as Tarryall City had done after the earlier gold excitement.

*Ibex, the camp on the property, is reported on occasion to have flaunted a "City."

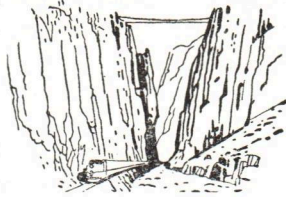
Three more entirely new mining "Cities" were founded in the last decade of the 19th century as an outgrowth of the surge in gold mining.

In the Deer Creek section of Jefferson County, HILL CITY became a fair sized mining and supply center with the regular outlay of cabins, saloons, and hotels of sorts. Most of Hill City's prosperity would seem to have been based on the Sampson Mine which produced both gold and silver during the latter part of the century. Shortly thereafter, the Sampson's production ceased and Hill City, which had been named for W. R. Hill, mine promoter, was gone in a flickering.

MARY CITY was an outgrowth of the increased gold mining activity in Boulder County which brought Eldora into prominence as a gold camp during 1896-97. At that time a stamp mill for the treating of the ores from the mines in the neighborhood was built, and the settlement which huddled about this mill was called Mary City. The fact that the mill was not fully equipped to handle all ores coupled with the fact that the nearby Nederland mill had treated the silver ores from the Caribou mines for better than twenty years and was also well able to refine the gold ores of the Eldora mines led to the closing of the Mary City mill and to the end of the camp itself. Tungsten has kept Nederland alive as a mining and milling town in more recent times.

Little-remembered AMERICAN CITY was situated near Apex in the Pine Creek Mining District northwest of Central City. During the gold excitement of the late '90s, American City had a number of log houses, one school house, one hotel, one mill, and two comparatively rewarding years before the turn of the century. After that American City quickly faded.

Chapter IX



Twentieth Century "Cities"

COLORADO'S 20th century "Cities" are Sugar City, Bowerman City, Bulger City, another Junction City, Stone City, Orchard City, Adams City and Garden City. These towns, with the exceptions of Bowerman, Junction and Stone "Cities" are, in reason of founding, quite different from the mining "Cities" which were so numerous and so predominant in Colorado's history throughout territorial days and the first twenty-four years of statehood.



Years of persistent experimentation in the growing of sugar beets in Colorado soil and the selling of the idea that sugar manufacturing would be a valuable asset to Colorado's economy finally brought about the establishing of the first sugar beet factory at Grand Junction in 1899 as well as the active interest and financial backing of such men as Charles Boettcher, John F. Campion and Chester S. Morey. The following year two such factories were built in the Arkansas Valley; the first, in Rocky Ford by the American Beet Sugar Company, and the second, in SUGAR CITY by the National Sugar Manufacturing Company. Sugar City tells, through its name, of one of Colorado's leading products and industries—the State's sugar manufacturing having for many years

ranked high, usually holding first or second among the Nation's sugar beet producers.*

The story behind Sugar City and the other communities connected with the sugar beet industry goes back one hundred and seventeen years when, on January 8, 1841, Guadalupe Miranda and Carlos Beaubien petitioned Governor Armijo of New Mexico for a grant of land. This grant, better known as the Maxwell Grant, covered northern New Mexico and extended into what is now Las Animas County, Colorado. One of the provisions of the Miranda-Beaubien petition read:

. . . we ask that Your Excellency have the kindness to give us a piece of land, with the intention of improving it without damage to the third party, particularly for the purpose of cultivating the sugar beet, which we believe will grow well and abundantly, and with the intention of establishing manufactures of cotton and wool and of raising animals of all kinds.

That was the beginning of recognizing the possibility of raising sugar beets on land which became Colorado Territory in 1861. Five years after the organization of the new territory, the ROCKY MOUNTAIN NEWS began to encourage the sugar beet industry through such editorial and news comments as,

The past seasons have demonstrated that the soil of Colorado has no superior in the world for producing the sugar beet. It is a singular fact that there are no manufactories for making sugar from this vegetable, on this side of the Atlantic, notwithstanding the superior excellence of the product and the great demand for it. We are of the opinion that its manufacture here would prove a good paying investment, besides saving to the country a large amount of capital that now goes east for the purchase of this staple.

The use of the words "past seasons" would indicate that Peter Magnes of Littleton and L. K. Perrin of the Clear Creek Valley had been busy growing and experimenting with sugar beets for more than a year; and that Professor Jacob F. L. Schirmer, who believed "our climate and soil is well adapted for the culture of the beet," and that "no other country on the face of the globe" had

*The year 1957 with a yield of approximately 700,000,000 pounds of sugar, holds the highest sugar production record in the history of Colorado.

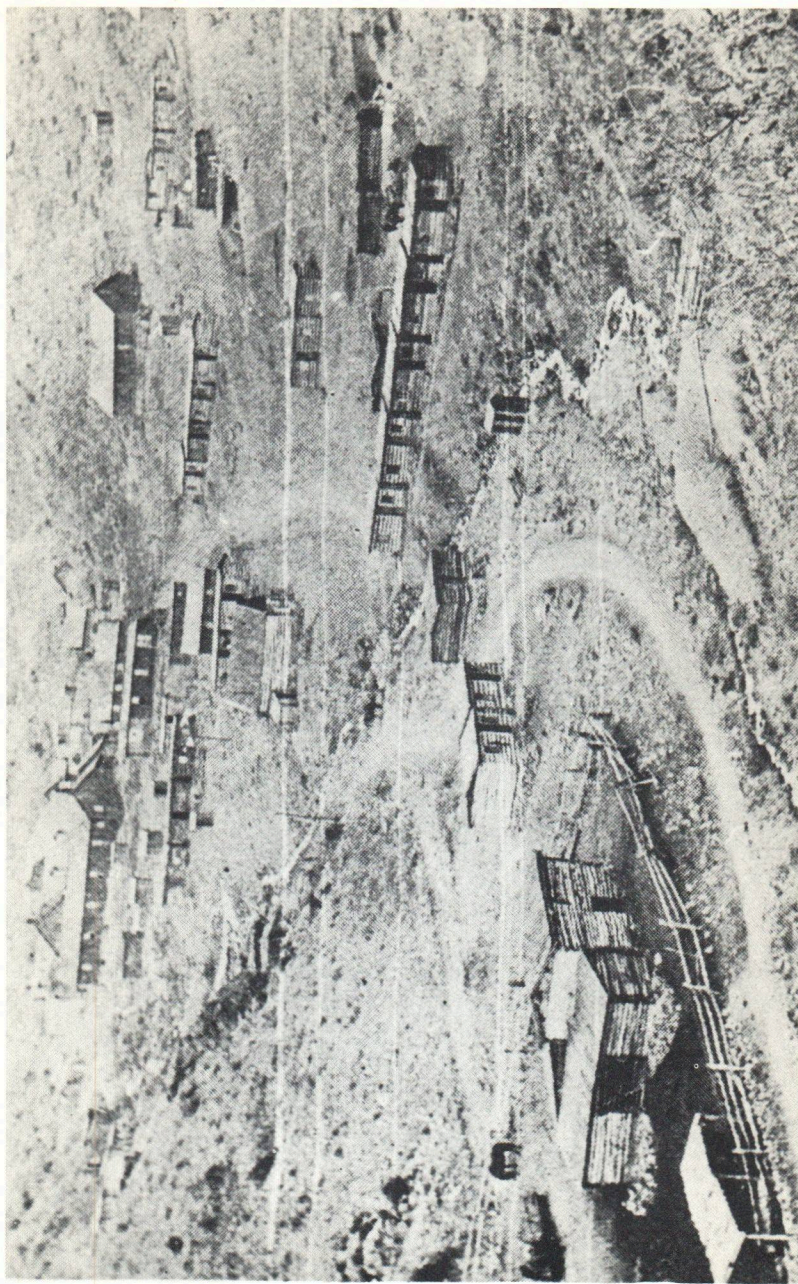
equal advantages when a proper system of irrigation was inaugurated, had been busy in the United States Mint Building in Denver making laboratory tests.

A number of citizens had joined the *NEWS* in urging the establishment of a beet sugar factory by the early '70s. At that time the Chicago Colony (Longmont, which later became an experimental center for the Great Western Sugar Beet Company) issued an advertising pamphlet including the following on sugar beets:

A few words in relation to beets. The growth of sugar beets here is simply enormous. The soil seems peculiarly adapted to their cultivation, and hundreds of acres could be profitably grown if some far-seeing and enterprising capitalist would but invest a few spare thousands of dollars in the erection of a sugar mill. . . .

A "far-seeing and enterprising capitalist" was not immediately forthcoming. Nevertheless, throughout the '70s and '80s, individual boosters, the farm press, and small agricultural groups continued to work for more extensive growing of sugar beets and for the building of at least one factory. The Colorado Agricultural College made tests with crops grown in the Fort Collins area during 1879, and nine years later established the Colorado Agricultural Experimental Station. The research on sugar beet horticulture carried on at this Fort Collins station gave stimulus during the '90s to the ever-increasing number of supporters for the proposed industry. These men, and women too, such as Mrs. C. E. Mitchell, wife of "the father of the Colorado sugar beet industry" of Grand Junction, became more and more active in promoting the idea throughout Colorado, especially in Grand Valley, in San Luis Valley, in the northeastern section of the State, and in the Arkansas Valley. Their campaign blossomed in 1899 with the establishment of the first factory in Grand Junction; by 1907 other factories had been built in the Arkansas Valley at Rocky Ford, Sugar City, Holly, Lamar, Swink and Las Animas, and in northern Colorado at Loveland, Greeley, Eaton, Fort Collins, Longmont and Windsor. Since that time the beet sugar industry has become one of Colorado's greatest agricultural assets.

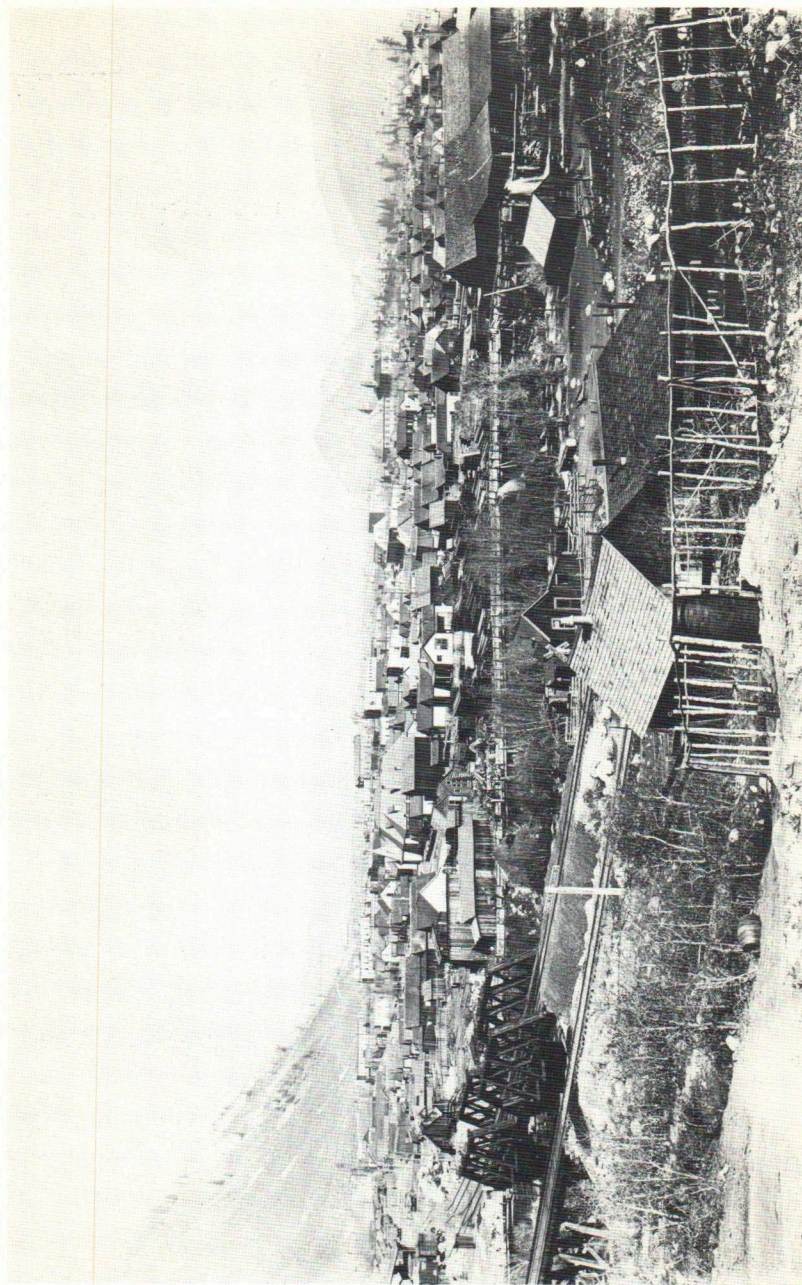
Sugar City sprang up around the National Sugar Manufacturing Company's plant, which was reassembled on that site after having been dismantled in Germany and shipped to Colorado. The new



Oriental City (Orient)

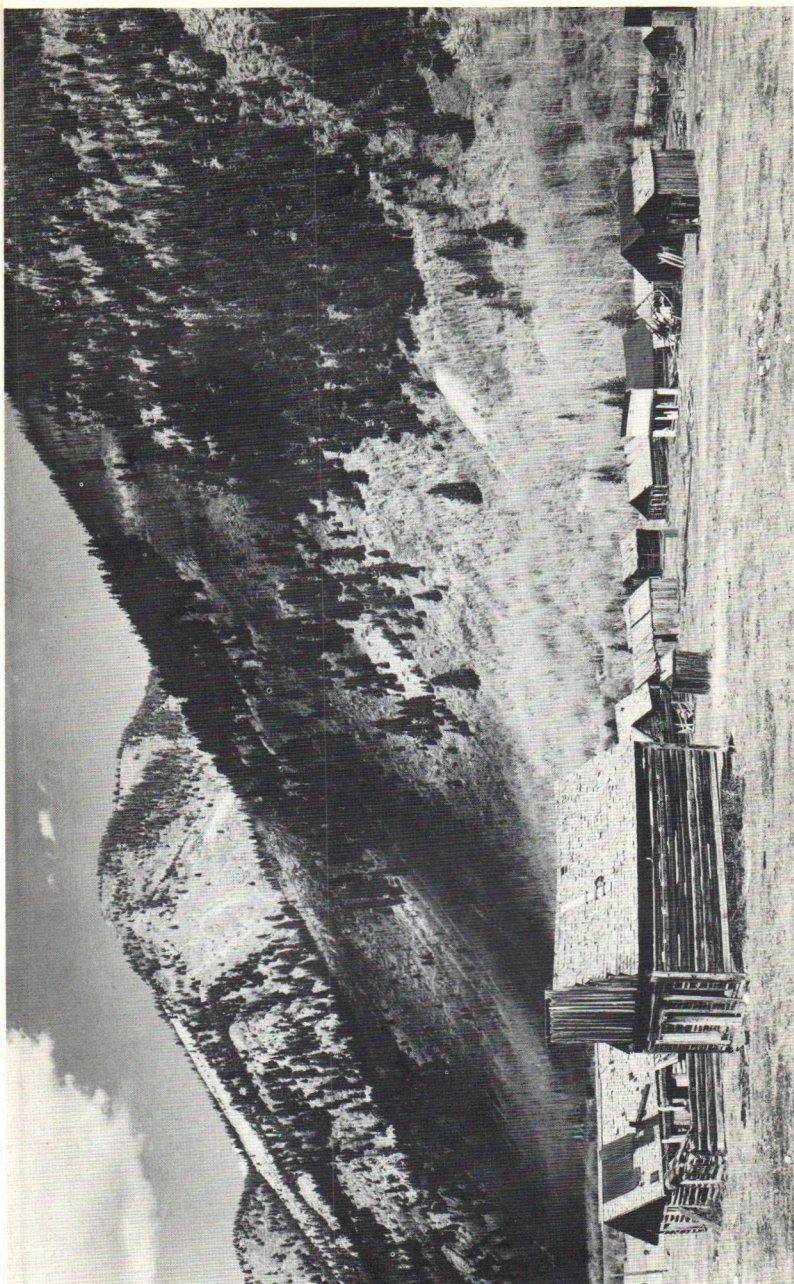
Bonanza City





Aspen, originally Ute City

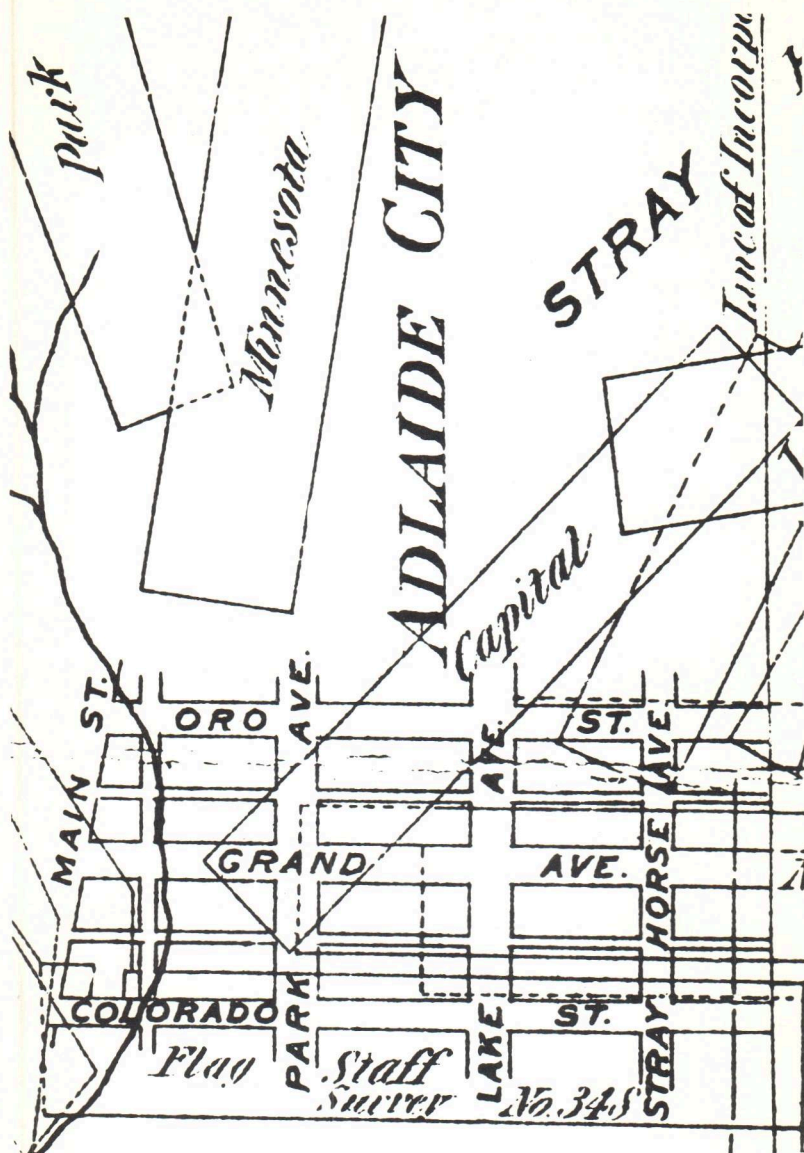
Ashcroft, originally Castle Forks City (O. Roach Photo)





Park City, Stray Horse Gulch

Plat of Adelaide City, Stray Horse Gulch





Ibex City and Little Jonny Mine

Ohio City—1907

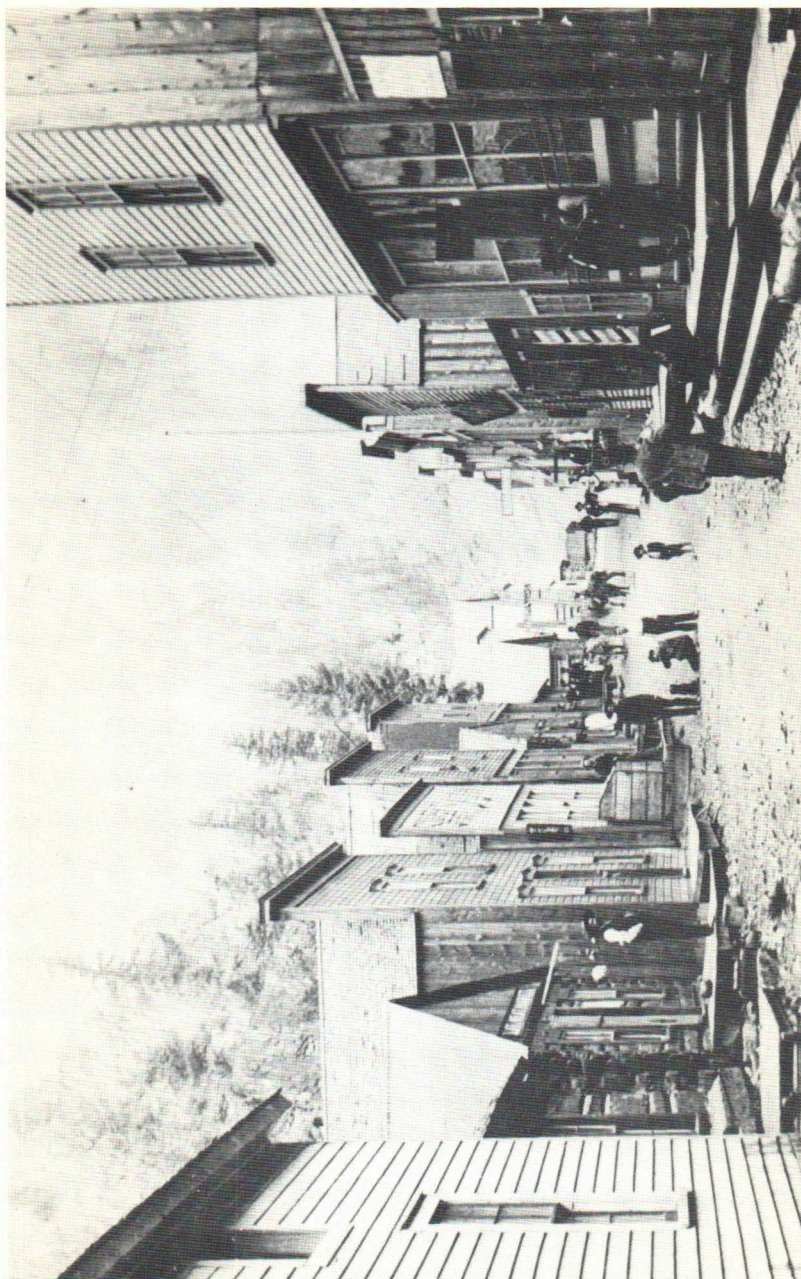




Cabins and inhabitants of Weaver City

Church and School in Bachelor City





Creede (City)



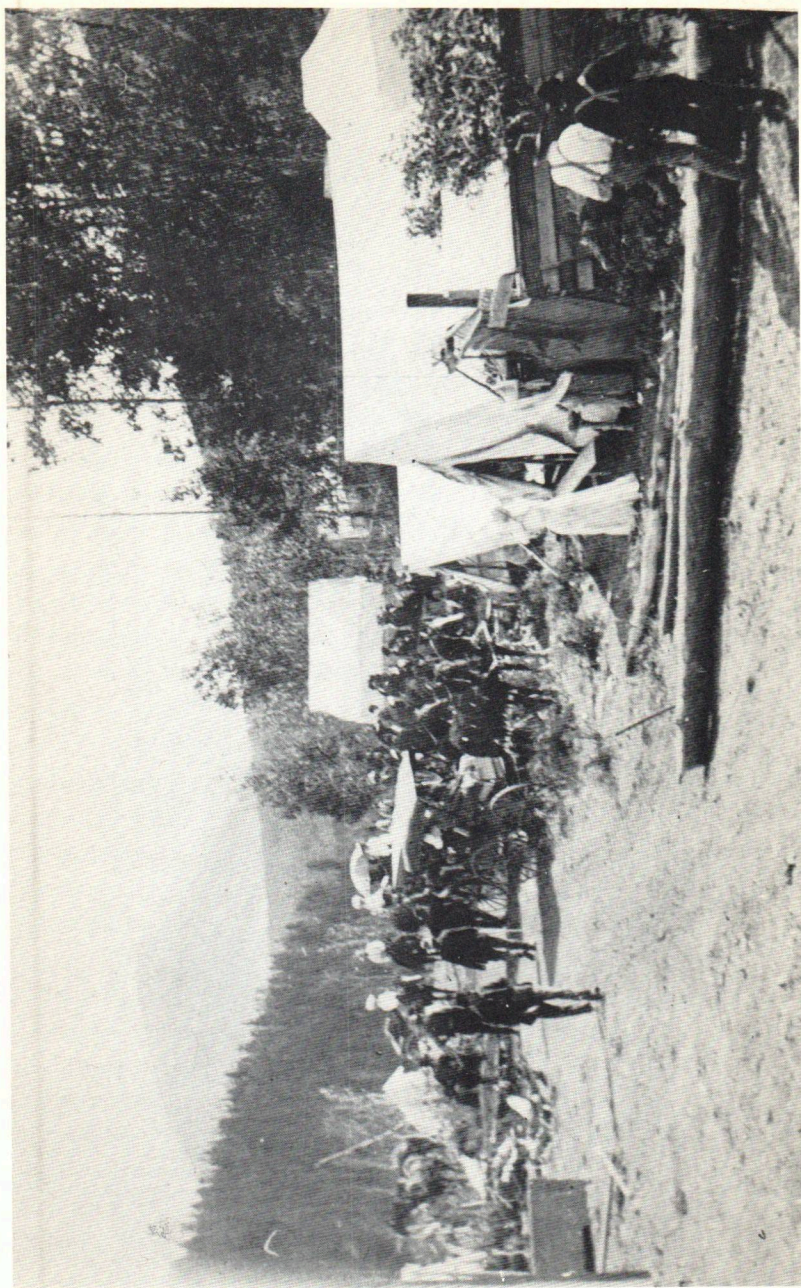
Mound City—Cripple Creek district



Hull City in foreground. Arrow points to Independence depot blown up by Harry Orchard.



American City

Bowman City



Highway marker to old site of Sky City

Stone City



"City" was listed for the first time in the COLORADO STATE BUSINESS DIRECTORY of 1901 with a population of 1,000 and some eighty-six businesses and professions. The 1910 directory estimated the town's population at 1,500 and listed eighty-one enterprises. The directory further described the community as

A rapidly growing town in Otero county [now Crowley County], on the Missouri Pacific Railway. The location of an extensive beet sugar factor, employing a large force of men. The soil of the neighboring country is peculiarly adapted to the culture of the sugar beet.

Sugar City had ten good years; then progress was slowed first, by shortage of moisture and the inability of the Twin Lakes Water Company to furnish sufficient water to all the farmers during the 1920s, and secondly, in the 1930s acute drought conditions were felt. The directory of 1935 gave Sugar City's population as 485, but by the 1950 census, the town had gained nearly fifty more citizens. As the drought of the 1950s hit harder than ever, the sugar company's factory was forced to shut down in 1955; however, through the united efforts of the owners of the company, the farmers, the townspeople, and the Twin Lakes Reservoir and Canal Company, the factory was reopened within a year; and with the improved moisture conditions in 1957, Sugar City again has a much brighter outlook.



Bowerman, originally platted as BOWERMAN CITY, was a 20th Century prototype in size and flamboyance of Colorado's earlier silver and gold camps.* Of the discovery which brought Bowerman into existence, an article in the GUNNISON NEWS CHRONICLE of July 17, 1903, revealed:

GOLD FIND UNPARALLELED! — A gold find which staggers the imagination was made on the 26th of May by J. C. Bowerman. It is on the north prong of Hot Springs Creek, four miles above Waunita, near the Pitkin road, 32 miles from Gunnison. The news did not get out till last Friday, and by Sunday night, 500 claims had been staked in the neighborhood. A well defined vein of sugar quartz, honeycombing silver schist between a gran-

*This account of Colorado's 20th Century mining "City" is based on an interesting and entertaining article entitled "Full Stop for Bowerman" by Francis B. Rizzari in the DENVER WESTERNERS 1949 BRAND BOOK.

ite foot-wall and porphyry hanging wall, has been opened for 750 feet, and is known to continue for miles. It has been cut for 12 feet in width at a depth of 15 feet, and is seamed with numerous streaks of quartz from six inches down, some of which show wire and nugget gold in fabulous richness—the writer has seen it, and has seen assays by a reliable Pueblo assayer received Tuesday, that ran 3598.76 ounces of gold—or a value of \$70,175.

As the prospectors and business men and business women rushed into the Bowerman district at the rate of 30 to 50 a day, the city planners among them wondered, "What shall our camp be named?" NUGGET CITY was first thought of and was popular for about a week; then at a public meeting held on the 23rd of July, the residents decided to honor J. C. Bowerman instead of the gold nuggets he had discovered and named their camp Bowerman. When the plat was filed later in the summer, it bore the title of Bowerman City and showed four streets, First through Fourth, and four avenues, Lead, Silver, Gold and Nugget. The plat also showed the Bowerman City and Waunita Railroad tracks running along First Street and Nugget Avenue. Although Bowerman was officially founded as a "City," in common usage the name seldom was *kited*.

The physical make-up of Bowerman was reminiscent of the early mining towns with tents in the beginning, then later log and frame business houses with the usual quota of pleasure "palaces" and log and frame dwellings. Even the first religious service in Bowerman recalled those conducted in the earlier days by the Reverends Darley, Dyer and Machebeuff. In his article, Francis Rizzari tells how Reverend T. J. Mackay, who had been the Rector of St. George's Episcopal Church in Leadville, officiated at this first service in Bowerman. This religious gathering was held in the open; the pulpit was but a rough board table; the minister spoke "easily, clearly and without notes" in his telling of the story of the Prodigal Son; his congregation joined in the prayers and in the singing; one of the camp's two saloons closed during the service but the other, "just across the street," did not; and at the conclusion of the service a collection was taken as prescribed by tradition, but here the similarity to earlier services ended because the Reverend Mackay received only \$8.70 for his preaching, and some of that amount was given grudgingly.

Bowerman continued strong for two years, then after a few dull years the Brandt Mining Company's operations in the district kept the camp going until 1910. After that there was but sporadic mining and as the 1947 MINING YEAR BOOK of Colorado pointed out, the camp "drifted away," or as Mr. Rizzari phrased it, "Bowerman, too, has joined the ghost towns at last."



BULGER CITY, a one-man endeavor, was laid out ten years after Sugar City. Colonel James C. Bulger, an impulsive, erratic type who disliked being fenced in by civilized traditions, hied himself to Larimer County where, finding a site to his liking near the Fort Collins-Cheyenne cut-off, he decided to build a town. His delusions of grandeur and his egotism led him to believe that any town he might found would become an illustrious city, and that furthermore there was no better name than his own. Colonel Bulger immediately got himself designated postmaster and deputy sheriff of Bulger City, as well as appointing himself president of the Bulger Land & Livestock Company and district agent for "all types of insurance." Two dozen other hopeful individuals, including Edward Combs, assistant postmaster; B. Duran, hotel keeper; Henry Garrett, blacksmith; A. Wilson, general merchant; William Hall, livery and feed store owner; E. D. Wilson, well digger; and Wals-ton and Gloser, dealers in gasoline plows, were inveigled by Bulger into getting his chimerical metropolis under way. Bulger City, contrary to its designer's expectations did not grow very fast, probably because would-be settlers were discouraged rather than encouraged by Bulger's reputation of being a hard-drinking, quick-on-the-trigger man. The colonel's enthusiasm for his "City" soon cooled, and after a fire had destroyed his personal property, he left Bulger City in the hands of a disheartened few who also soon gave up and left.

Bulger himself hurried into another project, that of organizing a volunteer regiment of Spanish-American War veterans, in case anything came of the talk of war between the United States and Mexico. But Colonel Bulger did not get very far with this plan either because his drinking and hasty temper led him into an argument and a shooting in which he killed a man. He gave himself up and was sentenced to the Colorado State Penitentiary, where in 1916 he was committed to the insane ward.

JUNCTION CITY was the result of Colorado's continued growth after 1910. As the demand for power increased, the dormant coal mines of many sections began to be developed and among them the coal veins in the vicinity of Mount Harris, fifteen miles west of Steamboat Springs, were opened up. Near the junction of Wolf Creek and the Yampa River, the Routt-Electric Coal Company started extensive operations and one of the coal mining camps founded became Colorado's seventh Junction City. The 1914 and 1915 state directories listed this "City" with a population of 100 and gave C. C. White as postmaster. Although the coal fields have continued to yield according to the demands for this fuel, the various towns, including Junction City, have disappeared with the exception of Mount Harris which, by the 1950 census, had a population of 796 persons.



STONE CITY is located in the northwest corner of Pueblo County. In this name, as in the name of Sugar City, a Colorado industry is reflected. Among the State's natural resources are a wide variety of high quality building stones, including as well the marbles found near Marble, Salida, Cotopaxi, and in the Wet Mountain Valley, the various fire clays, the granites, the limestones, the sandstones, the lavas, and of recent years, travertine. Mining of fire clays was begun in the Stone City area around 1906 at which time three mines were developed by the Pueblo Clay Products Company and by A. J. Wands. The settlement which took the name of Stone City several years later is also one of the four Colorado communities in which sandstone quarries have been operated, and the Stone City countryside furnished the sandstone used in the building of Pueblo's county courthouse and also in the structure which housed Denver's public library from 1910 to 1956. Stone City's first appearance in the Colorado directories was in 1913 with only three business listings: one general merchandise, one brick company, and one stone company. Down through the years, Wands' Colorado Clay Company and the Pueblo Clay Products Company have continued to operate. The Pueblo Quarries Incorporated, the Standard Fire Brick, and the Diamond Fire Brick companies have also been active in recent years.

Among Colorado's numerous "Cities," Stone City, along with Marble, represents one of the State's potentially large industries, or as pointed out in the 1951 to 1955 COLORADO YEAR BOOK:

. . . The State is so rich in beautifully colored and marked building and decorative stones that if its resources are properly developed, according to competent authorities, it will, in time, be the stone and marble center of the United States.

And in Stone City's future there is a chance for a productive increase and a chance for considerable population increase over the approximate 150 persons who live there at the present time.



ORCHARD CITY in Delta County is surrounded by the orchards which thrive north of Delta and south of the Fruitgrowers Reservoir. This "fruit bowl" town of Orchard City, which dates back to incorporation on May 25, 1912, is not too far west and south of the site of the Western Slope's first fruit tree plantings of the early '80s. The settlement with which the history of fruit growing in Delta County began was originally known as Wade's Ranch; then in June of 1882, it was given the name of Paonia. Here in the Valley of the North Fork of the Colorado River, S. A. Wade started his orchard—but let Samuel Wade tell his own story as he did in the *COLORADO FARMER* of November 12, 1885:

On the first of September, 1881, E. T. Hotchkiss, myself and others came into the Valley of the North Fork and while making a stay of only one day, I discovered thorn apple and buffalo berry growing luxuriantly and in abundance. Therefore, with this evidence before me, I became strongly of the belief that many varieties of fruit might be grown here and resolved at once to make the trial. The following spring I brought with me from the State of Missouri, an experimental bill of fruit trees and plants, together with some forest trees. This consisted of 200 apple trees of the following varieties: Winter Wine-sap, Gennette, Ben Davis, Maiden's Blush, Early Harvest, Hislop, Transcendent and Sylvan Crabs; 10 Bartlett Pears, 10 Early Golden Apricots, 20 Early Golden York Peaches, Hale's Early Crawford, Early Stump, the world-old Mixen Cling; 200 cherries, Morrel variety; 5 Osage quinces; 100 grape vines, Concord and Delaware; 1,000 blackberry plants of the Kittatines and Lawton varieties; 100 Turner and Mammoth Cluster raspberries; 12 Red Dutch Currants; 50 Houghton gooseberries; 500 silver leaf and soft maple trees, with quite a bill of the ornamentals.

All these trees and plants were one-year-old and after shoveling snow for about three weeks on the Black Mesa, I succeeded in getting onto my ranch, on the 21st day of April, 1882, where I unpacked my trees after being packed two months. I trenched them out and proceeded to clear up the ground and to build a two-mile ditch for the purpose of irrigating these trees and such crop of grain and vegetables as I might be able to get in that spring. . . .

Although Wade lost one-third of his first fruit trees because of adobe soil, he replanted and before long other fruit growers were also meeting with success; by 1885 Frank Hall recorded that "nearly every farmer" in the area had an orchard. These Delta County horticulturists continued to increase the size and quality of their orchards, despite the United States Department of Agriculture's statement that Colorado was climatically unfit for fruit culture. A big drawback to an even more rapid development of the industry in this section of the Western Slope was the lack of adequate shipping facilities, but after the Denver and Rio Grande Western Railroad extended its line through the region, Delta County enjoyed what has been termed a "fruit boom." Each little settlement became ambitious and, as the fruit growing continued to prosper, they secured separate postoffices. Eckert, eight miles north and east of Delta, had its office established in 1891; four years later Cory, midway between Delta and Eckert, was granted one; then in 1905 the postoffice of Austin was started and named after Austin Miller who gave the Denver and Rio Grande Railway a badly needed right of way as well as the ground for the village site. Austin was two miles west of Cory, and thus the three settlements formed a triangle north of Delta. Irrigation was an absolute necessity and so the citizens of this area joined forces and built the Fruitgrowers Reservoir. Cooperative marketing and planning also proved helpful, and hence the area within the Austin-Cory-Eckert triangle was incorporated under the name of Orchard City. Thus the history of fruit growing in this section is the history of this "City," and although the three postoffices still exist, the area lying in the Tongue Creek drainage basin is organized for action as Colorado's Orchard City. The *kiting* in this instance arose from the fact that there already was a town by the name of Orchard in Morgan County on the eastern plains of Colorado.

Delta County produced 1,127,416 dollars worth of fruit or 27 per cent of the total fruit harvest in Colorado during 1950; and, no doubt, a fair percentage of Orchard City's 956 citizens contributed their shares in fruit growing or related work to this goodly fruit yield.



ADAMS CITY is in and part of the Denver metropolitan area, located approximately six miles north of the capital city. Although Adams City is a comparatively recent addition to Colorado's galaxy of "Cities," its postoffice having been established in 1923, the site has for many years been on one of the main-traveled thoroughfares traversing this part of Colorado. More than one hundred years ago the traders, trappers, scouts and such explorers as Long and Fremont came this way following along the South Platte River. Today travelers roll by either on the trains of the Union Pacific line or in automobiles on U. S. Highway 85.

Turning back the pages of Colorado history, they show that John C. Fremont passed this way in 1843 on his second expedition to the West, and he could not have been too great a distance from the site of present day Adams City when, on July 7th, he made the following entry in his journal:

We made this morning an early start, continuing to travel up the Platte; and in a few miles frequent bands of horses and mules, scattered for several miles round about, indicated our approach to the Arapahoe village, which we found encamped in a beautiful bottom, and consisting of about one hundred and sixty lodges. It appeared extremely populous, with a great number of children; a circumstance which indicated a regular supply of the means of subsistence. The chiefs, who were gathered together at the farther end of the village, received us (as probably strangers are always received to whom they desire to show respect or regard) by throwing their arms around our necks and embracing us.

It required some skill in horsemanship to keep the saddle during the performance of this ceremony, as our American horses exhibited for them the same fear they have for a bear or any other wild animal. Having a few goods with me, I was only able to make them a meagre present, accounting for the poverty of the gift by explaining that my goods had been left with the wagons in charge of Mr. Fitzpatrick, who was well known to them as the White-Head, or the Broken Hand. I saw here, as I

had remarked in an Arapahoe village the preceding year, near the lodges of the chiefs, tall tripods of white poles supporting their spears and shields, which showed it to be a regular custom.

Though disappointed in not obtaining the presents which had been evidently expected, they behaved very courteously, and after a little conversation I left them, and continuing on up the river, halted to noon on the bluff, as the bottoms were almost inundated; continuing in the afternoon our route along the mountains, which were dark, misty, and shrouded—threatening a storm; the snow-peaks sometimes glittering through the clouds beyond the first ridge.

We surprised a grizzly bear sauntering along the river; which, raising himself upon his hind legs, took a deliberate survey of us that did not appear very satisfactory to him, and he scrambled into the river and swam to the opposite side. We halted for the night a little above Cherry Creek; the evening cloudy, with many mosquitoes.

The route along the South Platte River to the Cherry Creek diggings was well traveled (both ways) during the Gold Rush of '59 since it was one of the roads over which the *Pike's Peak*ers stampeded into the region on foot, on weary animals and in all types of conveyances. Then after the boom period had come and gone, stages and freight wagons, but in smaller numbers, continued to travel the South Platte route bringing in citizenry and supplies.

Also by this time farmers had found the land of this area fertile, and alfalfa, wheat and other grains were soon being grown successfully; and dairymen found the land ideal for the pasturing of their milk cows. Next came the chicken raisers and the hog ranchers, and within a few years the entire area became Denver's "Milk Can, Egg Basket and Pork Barrel," with the canvas-covered dairy wagons becoming a symbol of the section's first prosperity. The railroad came in 1871, and both the growing and marketing of products were facilitated, and this northern part of what was then Arapahoe County prospered even more agriculturally.

Thirty years later there were enough inhabitants and enough business to warrant the creation of a new county—Adams County, with Brighton, situated in the northern part of the county, as the

seat of government. At that time, the town which was to grow up under the name of Adams City was platted; however, it was not until 1924 that Adams City, "a new postoffice in Adams county," was given for the first time in the Colorado annual directories. The 1925 directory's list of organizations and businesses included the Adams City Commercial Club, Modern Woodmen of America, three general merchandise stores and filling stations, one sand and gravel company, one live stock company, one blacksmith, one grocery, one garage, one barber, one real estate office, and the names of the postmaster, the pastor of the Community Church, the principal of the schools, and the physician.

Gradually Denver's industrial expansion has made Adams City not only a marketing center, but also a commercial community, for in conjunction with Derby and Commerce Town, Adams City helps in the housing of the employes of the various oil companies, refineries, railroads, grain elevators, steel works, and farm machinery distributors. Thus, although Adams City is primarily a product of this century, many years have gone into the development of the economy in which this "City" finds itself.

Another feature of the area's growth is shown in the schools. From a small school district of eight square miles, which had been designated as School District 14 back in the late 1870s, the district now includes fifty-five square miles with many modern school buildings.

The name of Adams City also reaches back into Colorado history to 1871, when twenty-one year old Alva B. Adams came to the Territory of Colorado to commence his adult life by hauling ties from the mountains west of Denver to be used in the construction of the Denver and Rio Grande Railroad. Southward of Denver, Colorado Springs was just coming into existence under the auspices of the D. & R. G., and young Adams, recognizing the business opportunities that were opening up in the new town, moved there and took a position with the C. W. Sanborn Lumber and Hardware Company. That was in July of '71; then in the fall of the year Adams bought out Sanborn to begin a business career on his own. Later he sold out his Colorado Springs interests and established a large lumber-hardware firm in Pueblo with branches in the San Juan region. Alva Adams' career as a family man commenced in 1872 when he married Ella Nye. His political

career was launched in '76 when he was elected to the first State legislature, representing Rio Grande County, and eleven years later Alva B. Adams "sat at the head of the State directing its destiny." When Adams County was created in 1901, the new county and the proposed "City" took the name of this man who by that time had served as governor not only from 1887 to 1889, but also from 1897 to 1899, and who was to be re-elected for a third term in 1904.*

Alva B. Adams also won recognition in banking circles during his lifetime, serving as president of the Pueblo Savings and Trust Company, as director of the Denver branch of the Federal Reserve Bank, and director of the International Trust Company of Denver. His life, which came to an end on November 1, 1922, was a good one, filled with many achievements. Many of Mr. Adams' contemporaries regarded him as the most admirable Coloradoan of his time, and all of his contemporaries knew him to be a man of purpose, a trustworthy man, a man of fine talents, and a cultivated man. Today, as we look back, we feel Alva B. Adams' contemporaries were right; and so it is a proud name which Adams City bears.



GARDEN CITY was established just south of the city limits of Greeley in September of 1936. Garden City's name and very existence are closely connected with the history of Greeley. From the time of Greeley's inception in the spring of 1870, the townsit for the Union Colony was looked upon as *the garden spot* of the West, as can be seen in the writings of Nathan C. Meeker, president of the Union Colony, and of Horace Greeley, secretary-treasurer of the colony. Mr. Meeker wrote:

I propose to unite with the proper persons in the establishment of a colony in Colorado Territory.

A location which I have seen is well watered with streams and springs, there are beautiful pine groves, and

*Governor Adams did not serve this third term as a result of an investigation instigated by the defeated Republican candidate, James H. Peabody. The investigation revealed that both sides had resorted to unethical practices during the campaign. Governor Adams' election was declared invalid; Governor Peabody, who had been in office, resigned, and the governorship, therefore, passed in succession to Republican Lieutenant-Governor Jesse F. McDonald. Thus Colorado had three governors within a period of twenty-four hours.

the soil is rich, the climate is healthful, grass will keep the stock the year round, coal and stone are plentiful. . . .

And Mr. Greeley set forth the natural attributes of the colony as follows:

Mr. Nathan C. Meeker—for many years connected with THE TRIBUNE, as he expects to be for many more—proposes to plant a colony in an admirable location discovered by him during his recent trip to the Rocky Mountains. It combines remarkable healthfulness with decided fertility and facility of cultivation, an abundance of serviceable timber with water in plenty for irrigation as well as power, beauty of landscape and scenery with exemption from disagreeable neighbors; and a railroad will soon bring it within three days of St. Louis and five from New York. Knowing Mr. Meeker (who is a practical farmer) to be eminently qualified for leading and founding a colony, we advise temperate, moral, industrious, intelligent men who would like to make homes in the Far West to read his letter herewith published, and, should his plans suit them, write to him (not us) on the subject.

Colonizers did get in touch with Mr. Meeker, and by June of 1870 both the Union Colony and the town of Greeley were well under way. As the community prospered it became known as "the Garden City of the West," a sobriquet retained down through the years. Therefore, when the township on the southern edge of Greeley was incorporated in the early autumn of 1936, the name of Garden City was a natural choice.

But why did Garden City become a separate townsite rather than simply being merged with Greeley? The answer appears to be in the fact that from the very first the citizens sincerely believed all of the colony's, and later the town's inhabitants, should be, as Horace Greeley had believed, "temperate, moral, industrious, intelligent." As a result of their deep conviction in the first mentioned qualification, an ordinance prohibiting the sale of intoxicating liquors has been in force in Greeley all of these years; and the ordinance's effectiveness, which has been tested from time to time, has never been found wanting. The sale of liquor barely outside of the city's limits, however, has been a problem. After the repeal of the Federal prohibition act in the early 1930s, several liquor stores and saloons were opened in the small settlement to the south

of Greeley. What could be done? The majority of Greeley's citizens did not like the dispensers of intoxicants being practically within the city limits, yet not covered by the city's ordinances; and, apparently the majority of the inhabitants in the suburb, feeling they need not be bound by the rules and regulations of Greeley, decided to organize their own political unit under the name of Garden City. The founders of this new "City" lost no time in placing the following entry in the 1937 state directory:

GARDEN CITY

(No Postoffice)

Incorporated town in Weld County, on Highway 85, one-half mile south of city limits of Greeley, the post-office. Population 45.

City Officials: L. P. Norton mayor, Walter Warner clerk, Mrs. Virginia Steyer treas. Bert Warner police magistrate, Jesse Blackwell marshal.

Norton L. P., Liquors

Ray A. F., Fruits, Vegetables

Rudbeck Harry M., Auto Filling Sta.

Robinett C. D., Rest[aurant]

Silver State Produce Co. (Bert Warner,
L. P. Norton)

White Horse Inn (Carl Albert)

In the 1956 state directory, only three businesses were listed: the Casbar Lounge, Inc.; the Garden City Liquor Store, and the H & R Liquor Store.

Garden City has in no way become a city, for by the 1950 census its population was but 104 individuals. But, Greeley, "the Garden City of the West," where "liquor cannot be and never has been purchased," had an official population of 20,345, and today, the estimate is no less than 25,000.

Since the sites and historical backgrounds of Adams City and Garden City encompass so much of Colorado's history, they are fitting "Cities" with which to conclude the story of COLORADO'S CENTURY OF CITIES and the part each played in the development of our State.

Also since the story of Colorado's "Cities" began near the junction of the South Platte River and Cherry Creek it seems fitting that the story should end with Adams City and Garden City, neither of which are too many miles away from that junction and both of which are near the banks of the South Platte.

In the spring of 1956, Colorado came near having a second ARAPAHOE CITY when seventy-seven residents west of Englewood petitioned that their community be incorporated under the name of Arapahoe City. The election was to have been held on May 11, but since there were not enough signatures on the petition, there was no election, and therefore, at least for the time being, no 20th century Arapahoe City.



The COLORADO YEAR BOOK 1951 To 1955 lists Colorado's present day incorporated "Cities" as Bonanza City, Canon City, Central City, Garden City, Lake City, Orchard City, and Sugar City.

The following present day "Cities" have postoffices: Adams City, Canon City, Central City, Lake City, Stone City, and Sugar City.

Appendix

We are most grateful to Abby L. Kernochan for the following list of "bona fide 'cities'" and the sources in which she found written evidence, and we appreciate the help of Ray Colwell and Erl Ellis who supplied the additional information printed about several of these "Cities":

Clear Creek County

CASCADE CITY—Mining Register of 1879.

GENEVA CITY—U. S. Geological Survey professional papers.

The ROCKY MOUNTAIN NEWS of February 5, 1880 described the *unkited* Geneva near the boundary line of Clear Creek and Park counties as follows:

The settlement formed by the mine employees is called Geneva and is situated above timber line, half a mile from the principal mine. The company have a commodious boarding house seventy-two by thirty-five and two stories high, the lower portion being used for dining room, kitchen and public sitting room, and the upper story for sleeping rooms. In addition there are several cabins occupied by employees who built and own them.

GLENARA CITY—Because of location this may have been Glenard City of which the only printed reference found was in the LAWS OF LINCOLN DISTRICT, adopted at a citizens' meeting held in said district on the 3rd of November 1860 at Glenard City. The Lincoln district was described as "Beginning at a pine tree on the south bank of Fall River, about one hundred yards above Walter Lull's mill, . . ."

GRASS VALLEY CITY—U. S. G. S. professional papers.

OFER CITY—According to Erl Ellis, the GEORGETOWN COURIER stated that the Empire district was organized in 1860 with

Ofer City as the principal camp. A letter printed in a 1952 issue of the Idaho Springs paper stated that Ofer City was the main camp of the Daly district. The ROCKY MOUNTAIN NEWS of May 27th, 1861 printed a lengthy communication from "O. W. G." in which he wrote, "Ophir City is the center of business and the principal mining point in the [Empire] district," and he spoke very highly of S. Doubleday, the recorder, as "one of the earliest settlers and business men of Ophir."

SODA CITY—Mr. Ellis found that the tax records of Clear Creek County gave the residences of several people of the county as Soda City.

UNION CITY—Empire City had very strong sympathies for the Union cause during the Civil War days and may, at that time, have been called by both names. However, Erl Ellis points out that a Union City also was mentioned in the York Mining District while Empire was in the Union Mining District.

Gunnison County

NUGGET CITY—Another name for Toliafero [Taliaferro] Goose Creek District, HISTORY OF CEBOLLA-POWDERHORN, W. M. Brown, 1935. Unpublished thesis, Western State College.

The DENVER REPUBLICAN of February 12, 1896, published a description of the mining activities in the Dubois, Colorado, area from which the following paragraph is quoted:

New finds in Goose Creek district are of daily occurrence and many that are important are not given out, for should the true facts be known, there would be more coming than could be comfortably cared for. There are parties from Colorado Springs preparing to erect a large hotel in Tolifaro in the near future. The name of Nugget City is to be dropped and in its place the name of Tolifaro has been chosen, owing to the fact that there is already a post office in Gilpin county named Nugget.

TAYLOR CITY—Projected city near Italian Mountain. Probably first site of Dorchester, DENVER TIMES, 4/25/01. The article in this issue of the paper was titled "New Town Laid Out in Taylor Park" and continued as follows:

John Lynch of Buena Vista has formed a company which has laid out a town in Taylor park to be called Taylor City. A hotel, general store building, newspaper

offices and several other buildings necessary to a live Western town will be laid out at once.

Mr. Lynch says that extensive mining operations in progress in that district guarantee that there will be 1,000 more men in the park this season than ever before. During the past winter the mines of Italian mountain have kept sixteen four-horse teams at work hauling out ore, all of which was sent out by the way of Aspen, Cottonwood pass being snowed up. He says that this summer's work will prove that Taylor park district is one of the richest mining fields in the state.

Larimer County

MIRAVALLE CITY—The ROCKY MOUNTAIN NEWS of March 7, 1860 reported a new town "at the crossing of Thompson River on the Laramie road" which had been named Merival to honor Joe Merival. Dr. Le Roy R. Hafen points out in Volume XXIX of the COLORADO MAGAZINE that the man's name was spelled Miravalle, and that Miravalle City "was abandoned" because the supposed gold-find was very small and the inhabitants quickly left for other parts. Elbridge Gerry and his family were living in Miravalle City in 1860 when the federal census was taken in that year.

Park County

GOLD CITY—From a paper on the South Park by Ray Colwell and on the U. S. Geological Survey map, Twentieth Annual Report, 1898, part V. The report showed Gold City's location as about two miles northwest of Lake George near the junction of Link Creek with Tarryall Creek.

BADGER CITY, BLACK MOUNTAIN CITY, O'BRIEN CITY—Also from Mr. Colwell's paper. These three were known only locally as "Cities."

QUANDRY CITY—Colwell paper. The government survey plat of 1882 placed this "City" near the northern foot of Hoosier Pass on a creek that today is called Monte Cristo. The survey map showed a hotel and a smelter in the town. Quandary Peak, 14,252 feet, stands a little north and west.

Saguache County

SPOOK CITY—Mrs. C. Anderson of Villa Grove has located this place as two miles from Bonito on land owned by Mrs. Ray Woodard of Saguache.

The Saturday morning DENVER REPUBLICAN of April 21, 1894, printed the following release:

Spook City, Colo., April—(Special)—The Ford Creek district Saguache county, which had its boom in 1879 and 1880, has again sprung into life and Spook City is bustling with activity.

Last year C. J. Hogue and Captain McGuire, both old vets from the home at Monte Vista, camped on Ford Creek and soon after located the Lost Dickey claim. McGuire sold his interest to Mack Bros. and W. E. Phillips. Work was carried on to a small extent and a good body of ore uncovered. In September of last year a mill run on average rock from the vein gave fifty ounces silver and 42-100 gold. About this time the Spook was located by Mack Bros. and Phillips. Work was abandoned for the season late in the fall.

In February of this year the claims were sold or bonded to a Danish syndicate headed by Albert Sachs for the sum of \$5,000.

Men were at once put to work on both claims by the syndicate, who now organized the Spook-Dickey Mining company. A small amount of work on the Dickey showed up a vast amount of ore of good grade. . . .

The companion claim, the Spook, received little attention from the owners till prospectors began to arrive, when a small force was put on.

To date, the above news item is the only report that has been found on Spook City, ghost town.



Just before going to press, the Mazzullas came across a picture of the Hull City Placer which was in the Cripple Creek district. A quick check showed that HULL CITY was platted as a townsite in 1895 on the Hull City Placer ground, and that a patent to the 38.894 acres was issued by the United States Land Office on the 5th of February, 1898. The ground later was purchased by the Independence Town and Mining Company, which began buying back the twenty or so lots already sold and the town was built farther up the hill nearer the railroad under the name of Independence. Prior to this, a post office had been obtained under the name of Macon, and since the camp did not have its own officials, the area was incorporated first within the boundaries of Goldfield, a mile to the south. As the population of the area increased, Independence spread out to include Hull City and to become as large as Goldfield. At about this same time Altman came into existence a little farther up the gulch. It was the railroad depot in Independence that Harry Orchard blew up on June 6, 1908.

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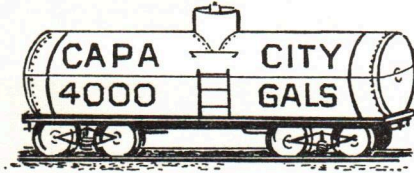
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READER'S PERSONAL LIST OF "CITIES"

Besides Bayard Taylor's observations on *kiting*, Alice Polk Hill wrote, "In the vocabulary of the West, a collection of houses was always a city," and the Hermit of Arbor-Villa, F. E. Gimlett, commented, "In those good old days we thought of everything in big terms, that's why we added City to the names of our towns, even though many of them were but clusters of cabins."

Since many of you will think of or discover more "Cities" than are included in COLORADO'S CENTURY OF "CITIES," here is a page for your own personal list.

Here is a start on YOUR personal list:



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The typographic design is by Kenneth Pratt. Chapter titles are in Goudy Open Face; the text in ten-point Medieval, two point leaded; footnotes in eight-point Medieval.

The jacket was designed by Emma Lou Strawn.

Text matter is printed by letterpress process on Beckett Vellum paper. Photographs are printed on Artisan offset enamel by the lithographic process.

The Lake City Phon

SILVER WORLD. Illustrated with
PHOTOGRAPHS. Reprinted from

VOL. XXV.

OUR POLITICS - FREE COINAGE.

LAKE CITY, COLORADO, SATURDAY, JULY 14, 1900.

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